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IATA Supplement Pages 9-20

The Japan Times

'All the News Without Fear or Favor'

FLY B·O·A·C ACROSS THE PACIFIC— THE JET-PROP WAY TO THE U.S.A.

BRITISH OVERSEAS AIRWAYS CORPORATION

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Control Body Will Meet To Question Nishio Today

Socialist Party right-wing leader Suehiro Nishio goes before the party Control Committee this afternoon to present his case against charges of "anti-party conduct" leveled at him by the left-wingers.

The committee, which will question him on these charges, is expected to announce its verdict on the Nishio issue tomorrow.

If the committee's pronouncement is a harsh one, Nishio and his followers may quit the party to form a new one of their own.

This morning, the committee will hear the party executives' views on the Nishio question from Inejiro Asanuma, secretary general.

Informed sources believed the main current faction led by party Chairman Mosaburo Suzuki will dominate the committee and punish Nishio by stripping him of all executive rights for a certain period.

The extreme leftwing is demanding Nishio's ouster from the party.

According to the sources, the Suzuki group believes kicking the right-wing leader out will only lead to an irreparable party split which it is determined to avoid at all cost.

But if Nishio resigns his executive post as adviser on his own accord, the main current faction may go along with the right-wing Kawakami group to merely "reprimand" him.

The Control Committee is composed of nine left and six right-wingers.

Unless the right-wingers walked out of the committee, it appeared likely that the committee would announce the deprivation of executive rights from Nishio tomorrow.

Kono Reaffirms Stand on Revision

Ichiro Kono, strong man of the Liberal-Democratic Party, yesterday reaffirmed his stand that the revised Japan-U.S. Security Treaty should be made flexible so that it can be revised whenever Japan found it necessary to do so.

Kono made this assertion when he called on former Education Minister Kenzo Matsumura who is scheduled to leave for Communist China Friday.

Kono explained to Matsumura that when Japan has become strong enough to defend itself without U.S. military assistance, the revised treaty should naturally be restudied. He asked for Matsumura's understanding.

Kono discounted speculation in some quarters that the Socialist Party may boycott Diet deliberations on the revised pact, saying that such an action by the Socialists will not have any public support.

Kono also told Matsumura that he has not yet decided whether to visit the Soviet Union after his trip to the U.S. late this month.

U.S. Lutherans To Aid Sufferers

SAN FRANCISCO (AP)—The Lutheran World Relief Committee has issued an emergency call for used clothing to be shipped to the victims of Typhoon Ise Bay in Japan.

Leading the drive are the Rev. A. E. Syerud, executive director of the Lutheran Welfare Service of northern California and Mrs. R. O. Beatty, Lutheran World Relief promotion chairman of northern California.

AP Photo

The United Nations fact-finding team to Laos made its second field trip to the Royal capital of Luangprabang recently to investigate charges made by the Laotian Government of alleged North Vietnamese aggression.

3 Governors Map Out Plea For Gov't Aid

NAGOYA (Kyodo)—The governors of Aichi, Gifu and Mie prefectures yesterday mapped out a 13-point plea to the Government in which they requested emergency measures to help rehabilitate typhoon-stricken areas.

Aichi Gov. Mikine Kuwabara, Mie Gov. Satoru Tanaka and Gifu Gov. Yukiyasu Matsuno met in the Aichi Prefectural Government building yesterday afternoon to study typhoon disaster relief measures.

Included in the plea was a request that the Government appropriate special subsidies to promote relief and rehabilitation measures, formulate a special tax-exemption policy for small-sized enterprises and farmers in the flooded areas and increase housing loans to the areas.

The Government was also asked to bear 90 per cent of the rehabilitation fund to restore social and educational facilities.

Typhoon Charlotte Moves Up Pacific

By The Associated Press

Typhoon Charlotte, spawned northwest of the Carolines in the South Pacific, was located by Japanese and U.S. Air Force weathermen 690 miles east of Manila at 3 p.m. yesterday.

Weather experts said Charlotte, the year's 18th typhoon, was moving northwest at 12 miles per hour. Winds within the typhoon are 98 mph.

The center of Typhoon Charlotte is expected to be 460 miles northeast of Manila at 3 p.m. today.

Ike Will Speak At Kan. Ceremony

GETTYSBURG (UPI)—The White House announced Saturday that President Dwight D. Eisenhower will speak at Abilene, Kan., Tuesday on the need for free nations to extend aid to underdeveloped peoples.

Press secretary James C. Hagerty told newsmen in response to queries that this would be the topic of Eisenhower's talk at groundbreaking ceremonies for the new Eisenhower library at Abilene, the President's old home town.

On Wednesday Eisenhower will celebrate his 69th birthday ending a year in which he has enjoyed general good health and carried on a highly vigorous round of activities.

U.N. Team Will Leave Observer Unit in Laos

VIENTIANE (AP) — The United Nations fact-finding subcommittee will "present an accurate report on the situation" of pro-Communist rebel-troubled Laos, U.N., press officer Richard de Sales said Sunday.

De Sales, who is director of the U.N. Information Office for the Philippines, left Vientiane for Bangkok. He plans to arrive in Manila Monday.

De Sales acted as spokesman for the four-nation group. He told a reporter at the airport: "The subcommittee did a very conscientious and through job and didn't spare any effort to get all the information available to present an accurate report on the situation under the terms of the mandate assigned to it."

When asked if the U.N. report would support Lao Government charges of North Vietnamese aggression, De Sales replied: "It will be an honest report."

Japanese subcommittee chairman Shinichi Shibusawa and delegates of Italy, Argentina and Tunisia are scheduled to leave Tuesday via Bangkok. Some members may take separate routes to New York from Bangkok. Most are planning to fly first to Tokyo.

The subcommittee, however, is leaving Japanese Minister Morio Aoki, Italy's Vincenzo Piccione and several members of the 10-man secretariat in Vientiane to continued U.N. presence in this country.

Since the U.N. team's arrival here Sept, 15 no major military action has been reported although the pro-Communist Pathet Lao stepped up propaganda agitation throughout the country.

In Luangprabang the rebels lost several men and some equipment during a skirmish Oct. 6 at Bang Sang Kouat in the region of Moungsay.

Polish Leader on Laos

HONGKONG (Kyodo-Reuter)—Aleksander Zawadzki, the Polish President, told more than 120,000 North Vietnamese in Hanoi Sunday that the only way to restore peace in nearby Laos was to reactivate the International Supervisory and Control Commission there, the New China News Agency reported.

In a dispatch from Hanoi, the agency quoted the Polish President—who is now visiting Communist North Vietnam—as denouncing "imperialists" for wrecking the 1954 Geneva Agreement which ended the war in Indochina. He said the maintenance of peace in the area was not only in the interests of the people of Vietnam, but also of people the world over.

President Ho Chi Minh of North Vietnam also addressed the mass meeting, the agency said.

U.S. Military Experts Arrive

By United Press International

U.S. Assistant Secretary of Defense Charles C. Finucane arrived in Japan last night to begin a two-week tour of Far East military installations.

Finucane, who is in charge of manpower, personnel and reserve, flew into Tachikawa Air Base at 9:13 p.m. He was accompanied by his wife and six other Government and military officials.

The Assistant Secretary and his party will leave for Korea tomorrow. They will return to Tokyo Thursday and will leave for Okinawa Oct. 19.

While in Tokyo Finucane will confer with Ambassador Douglas MacArthur II, Lt. Gen. Robert W. Burns, commander of U.S. forces in Japan, Maj. Gen. David H. Tulley, U.S. Army, Japan, commander, and Rear Adm. Frederick S. Withington, naval forces, Japan, commander.

Finucane is also scheduled to meet with Japanese Self-Defense Agency Director Munenori Akagi and other Japanese Government officials.

Mexican President, Ike End Conference

GETTYSBURG, Pa. (AP)—President Dwight D. Eisenhower and President Adolfo Lopez Mateos of Mexico ended their conference at a mountaintop retreat Sunday and left for Washington by limousine.

The two chief executives had spent nearly 24 hours at Eisenhower's rustic lodge at Camp David, Md. They had planned to return to Washington, as they had arrived, by helicopter. But heavy, wet clouds cloaked the mountains during the night and plans for flying were canceled.

Makarios in Nicosia After Meeting Grivas

NICOSIA (Kyodo-Reuter)—Archbishop Makarios returned here Sunday from the Greek island of Rhodes, where he had held talks with former EOKA leader George Grivas and settled "misunderstandings" about Cyprus.

Will Repay Any Credits, K'chev Says

MOSCOW (AP) — Premier Nikita Khrushchev said in a speech in Krasnoyarsk he had made clear in the United States that Russia needs credits "and will repay them honestly even if we get them from the devil."

The speech was carried by Tass early Sunday. The Soviet leader also said the Soviet Union was unable to carry out sweeping price reductions at present without unleashing a wave of speculation in the country.

Khrushchev said the Soviet Union would not agree to "so-called free dissemination of ideas" suggested to him during his visit to the U.S.

"They attempted to persuade me of the necessity of a wider distribution of books and movies selected by them in our country and of free radio transmissions," Khrushchev said.

"They want to force all sorts of trash upon us which would poison the minds of the Soviet people. Can we agree with this? Of course not. Our people do not want to eat food which is poisoned by bourgeois ideas."

Khrushchev returned to Moscow Saturday.

Will Talk With Rebels: Couve

UNITED NATIONS, N.Y. (AP)—French Foreign Minister Maurice Couve de Murville said Sunday France was willing to discuss a ceasefire with the Algerian rebel leadership.

He made the statement in an interview on Columbia Broadcasting System-Television's "U.N. in Action" program here as he discussed French President Charles de Gaulle's new plan to give Algeria self determination after pacification of the five-year-old rebellion.

"We have offered all those who fight a ceasefire" said Couve de Murville, "and we are prepared to discuss a ceasefire with all those who fight, and that means the FLN."

FLN are the initials of the French name of the Algerian Front of National Liberation, which claims to lead the uprising.

U.N. Divided In Battle for Council Seat

UNITED NATIONS, N.Y. (AP)—The usually solid Latin American bloc has been split in the fight between Poland and Turkey to succeed Japan on the Security Council.

The General Assembly will decide the contest in a secret ballot Monday.

Three new council members are to be elected for two-year terms. Ecuador is unopposed to replace Panama for a Latin American seat, and Ceylon is unopposed to replace Canada for the Commonwealth chair on the 11-nation council.

Poland announced her candidacy Aug. 24 with the backing of the Soviet bloc. Turkey entered the race a month later and last week the United States and Britain made it known they were backing Turkey.

Latin American delegates have conferred on the issue but have been unable to reach any general agreement.

Informed sources say Brazil, Argentina, Cuba, Panama, Venezuela, Mexico and probably Ecuador will vote for Poland. The Dominican Republic, Honduras and perhaps Chile and Nicaragua will vote for Turkey, according to these sources.

The positions of Uruguay, Peru, Colombia and Bolivia are reported still uncertain. The views of the remaining Latin American delegations are unknown.

The Afro-Asian nations are also known to be divided on the candidates.

At issue in the contest to succeed Japan is the so-called gentleman's agreement for the distribution of council seats, reached among delegates to the first General Assembly session which was held in London in 1946.

This provided that Eastern Europe shall always have one of the six nonpermanent seats on the Security Council. It also gave two seats to Latin America, and that is what concerns many of the Latin American delegates. They fear if the London agreement is voided, one of the Latin American seats may be lost to the new African or Asian nations.

The Communist countries contend that the Eastern European seat means it should be theirs. The Western countries at first contended that the seat was intended to cover geographical, not political Eastern Europe.

The seat has been held by Poland, the Ukraine, Yugoslavia, Greece and Turkey.

Dahanayake To Face Confidence Test Soon

By WATSON SIMS
AP Bureau Chief for India and Ceylon

MADRAS—Hot political feuding has broken out in Ceylon two weeks after the assassination of Prime Minister Solomon Bandaranaike.

Abruptly ending the brief truce that followed the assassination, Opposition members of Parliament have decided to try to oust Prime Minister Wijayananda Dahanayake.

Dahanayake

A motion of non confidence, approved by members of all Opposition parties, will be offered as soon as Parliament assembles on Oct. 27.

Many believe Dahanayake will survive the motion. But it appears that the parliamentary session may be among the most bitter in the history of the island, noted for its angry politics.

The decision to offer a non-confidence motion is not generally known in Ceylon because of the press censorship. Censorship is one of the Opposition complaints.

The Opposition demands a debate on what it says are changes Dahanayake has made in Government policies. It also wants the immediate lifting of the state of emergency proclaimed after the assassination.

The Opposition is particularly critical because Dahanayake rejected its demands and imposed a censorship, virtually in one motion last Tuesday.

On taking office, Dahanayake announced he would continue Bandaranaike's policies—neutralist in foreign affairs and indulgent to labor demands on the domestic scene.

Dahanayake, however, had taken a tough stand on labor as Education Minister in Bandaranaike's Cabinet. He demanded a crackdown to halt the rash of strikes that had plagued Ceylon's economy under Bandaranaike's tolerant Administration.

Dahanayake, an old revolutionary turned conservative, also showed impatience with leftist influence in Bandaranaike's Cabinet. Some time before the assassination, he brought on a cabinet showdown and forced two leftist ministers out of office.

The reason for the Bandaranaike assassination is still sheathed in mystery. A Buddhist monk is held for the slaying. Police have indicated the motive was a religious one. Bandaranaike forsook Christianity for Buddhism but refused to make Ceylon a Buddhist state.

Later, however, leftist political journals began suggesting that a conspiracy was behind the Bandaranaike slaying. Government officials have said privately the publication of such stories is the chief reason for imposing censorship.

Some Opposition members claim they will be even more specific about a conspiracy when Parliament reassembles.

Government sources counter that leftwingers are making irresponsible charges in the hope of political gain. The same sources said censorship is likely to continue through the parliamentary session, with all meetings closed and only censored accounts made public.

In addition to the political wrangle, the censorship is causing feuding between the island's big newspapers and the Government.

National newspapers have agreed to print no Government handouts while the censorship is in force except when the national interest is at stake.

So far newspapers have printed no announcements issued through the censor—including the news that the Government is asking Scotland Yard's help in the assassination investigation.

One apparent result is a new program on the Government radio called "Political Notebook." Government officials say the program is purely a commentary on the news. But in the first program last Thursday the radio defended the censorship and sharply criticized newspapers.

Icy Weather Grips Midwest of U.S.

CHICAGO (AP) — Wintry weather howled across the U.S. western mountains and northern plains Saturday and crept deeper into the midcontinent.

Cold air sweeping out of Canada behind a storm of rain and snow kept midday temperatures near or below freezing over the region. Bismarck, N.D. had wind gusts of nearly 70 miles per hour as seven inches of snow was whipped into drifts.

Big-4 Summit Meeting Seen In Early Dec.

WASHINGTON (UPI)—High American officials said Saturday the odds now are that the Big-Four summit conference will take place in Geneva sometime during the first 10 days of December. But nothing is definite yet.

Within the next few days the State Department is expected to ask Britain, France and other interested allies to submit specific suggestions on time and place for the meeting, along with ideas on the procedure for arranging it.

The United States already has given its Western allies a complete fill-in on President Dwight D. Eisenhower's Camp David talks with Soviet Premier Nikita Khrushchev and has told them the President's objections to a top-deck meeting have been removed.

Both White House and State Department sources pin-point early December as the most likely time although a few well placed officials think it might come as early as the last week in November.

And they point out that neutral Geneva, with all its conference facilities, is the logical place.

Officials said that if the conference is not held before Dec. 10, it probably would have to be postponed until March or later. After mid-December the President will be fully occupied on preparations of the new federal budget and his State of the Union address to Congress early in January. He could hardly leave in the early days of the new session.

There appears to be, officials added, no reason why the summit meeting should have to be postponed until next year. They pointed out two reasons for meeting before mid-December.

—The U.S. objections to a summit conference have been eliminated in large part as a result of Khrushchev's assurance to Eisenhower that the Kremlin is not setting any time limit on the Berlin negotiations. This, in effect, means Russia has withdrawn its ultimatum to the allies to pull out of West Berlin within a specified time or face the possibility of a separate Russian peace treaty with East Germany.

—British pressure for an early meeting of Eisenhower, Khrushchev, Prime Minister Harold Macmillan and French President Charles de Gaulle is expected to intensify in the wake of the Conservative victory in Thursday's British elections. Macmillan is reported anxious to hold the summit conference as quickly as possible.

Top sources here discounted the possiblity of a Western summit meeting before the British, French and American leaders meet with Khrushchev. They said the Western powers undoubtedly will have to consult to review their position on Berlin and other critical issues but this can be done at the ambassadorial or foreign ministers level.

American officials said there may well be a meeting of the Big-Four foreign ministers or their deputies before the summit but simply to arrange an agenda and not to negotiate on anything.

It might be useful if such a meeting, in addition to suggesting a list of subjects to be discussed at the summit, summarized the Russian and Western positions on major issues as they now stand, officials added.

Kim, Novotny Urge Pullout of Foreign Troops

By United Press International

Communist North Korean Premier Kim Il Sung and Czechoslovakia's President Antonin Novotny Saturday demanded the withdrawal of foreign troops from Asia and said "this area should certainly be converted into a peace zone."

The two Red leaders' demand was contained in a joint communique issued Saturday in Pyongyang and was broadcast yesterday by the New China News Agency.

Novotny, who is also First Secretary of the Central Committee of the Czechoslovak Communist Party, and other members of the party are currently in North Korea after attending the celebrations of the tenth anniversary of the founding of Communist China.

Indonesian Leader on Way to Tokyo

PEIPING (Kyodo-Reuter)—Indonesian Foreign Minister Subandrio left here by air Sunday after agreeing that an "appropriate way" should be sought to solve the question of the economic future of overseas Chinese living in Indonesia.

A joint communique published shortly after Dr. Subandrio departed said he and Red Chinese Foreign Minister Chen Yi both took this view in four days of talks here.

Dr. Subandrio also had discussion with Premier Chou En-lai and had one meeting with Mao Tse-tung Sunday morning.

The communique did not mention specially the Indonesian decree banning Chinese and other foreign retail traders from doing business in Indonesian rural areas from Jan. 1 next year.

But observers interpreted the passage about the "economic position" of Chinese nationals as referring to the ban which affects thousands of Chinese.

The Chinese Embassy in Djakarta and consulates have complained to Indonesian authorities that the ban would deprive many Chinese of their livelihood and cause unemployment.

The communique said Dr. Subandrio and Chen Yi "take cognizance of the fact that in the process toward economic development and stability in Indonesia the economic position of Chinese nationals residing there may be affected in some ways.

"Both foreign ministers consider that an appropriate way should be sought for a solution of this question so that it will be in the interest of economic development of Indonesia and that the proper rights and interests of Chinese nationals will be respected.

"Both foreign ministers agreed that the economic resources of those Chinese nationals will still play a useful role in the economic development of Indonesia."

The communique said Chen Yi is to visit Indonesia "as soon as possible" but fixed no date.

Dr. Subandrio, who was seen off at the airport by Chen Yi, declined to make a statement to reporters or answer questions before leaving.

He is due in Hongkong Monday on the way to Tokyo.

ROK Delegate Yu Returning From Seoul

SEOUL (AP)—Yu Chin O, a South Korean delegate to the normalization talks, returns to Tokyo Monday.

The senior Korean member to the Committee on Legal Status of Korean Residents will carry back South Korea's latest proposals on the settlement of the Korean residents question.

Guest Column

By MITSUJI NAKAI
Mayor of Osaka
(As told to a Japan Times Staff Writer)

Osaka To Host Mayors' Meet

The mayors and representatives of 18 Japanese and 17 American cities will meet in Osaka Nov. 4 to 7 for the fifth Japan-American Conference of Mayors and Chambers of Commerce.

The purpose of the conference is to promote friendship and cultural and economic exchange between the two countries.

Nakai

Discussions on city administration at past conferences have provided valuable pointers on city government.

This year's conference will discuss city government, social welfare, cultural exchange and improving the design of Japanese products exported to the United States.

The cities of Japan have much to learn from the projects and achievements of American cities.

Delegates to the conference will be seated at a round table, an arrangement that helps break the ice and creates a friendly atmosphere.

A case in point is the sister affiliation of Japan and American cities. This idea was conceived and promoted at a conference of Japanese and American mayors.

As the host city for the mayors' conference next month, Osaka hopes to make each foreign delegate feel at home and help them to understand Japan through their observations in Osaka. Trips to scenic attractions, theaters, and industrial centers will be provided for this purpose.

Last month I visited the United States at the invitation of Osaka's sister city, San Francisco, and was gratified to find that representatives who attended past conferences in Japan had become stanch friends of this country and were helping to introduce Japan to the people of the U.S.

I trust that similar results will be achieved at the coming conference.

1st Round-the-World Jet Airliner Due Here Today

LONDON (Kyodo-Reuter)—The first plane inaugurating an all-jet round-the-world air service left London Airport at 9:10 a.m. Sunday morning with a flying schedule that will get it to Tokyo next day, Monday, at 8:55 p.m. Japan time.

Pan American World Airways system is running this pioneer service with a fleet of new Boeing Intercontinentals, the largest and fastest of jet planes.

The service will do the entire round the world trip from London eastbound back to London in just under three days with stops at Frankfurt, Istanbul, Beirut, Karachi, Calcutta, Bangkok, Hongkong, Tokyo, Honolulu and San Francisco.

When Pan American started the first (nonjet) round the world service 12 years ago the time was seven days.

In 1924 the United States Army Air Corps flew round the world in 175 days and in 1931 Wiley Post and Harold Gatty did it in just over eight and a half days.

The cruising speed of the new Boeing Intercontinental jets is 575 mph with operating altitudes between 25,000 and 40,000 feet.

The planes have a range of 5,000 statute miles.

Big Role in Flood Relief Played by SDF Troops

NAGOYA—Engineers of the Self-Defense Forces yesterday completed the arduous task of repairing a broken dam flooding southern Nagoya.

The dam on the Shonai River had been shattered by Typhoon Ise Bay. Since Oct. 3, 600 members of the engineering corps had battled the muddy water to repair the breach.

Camping on damp ground nearby, the men worked neck-deep in swirling water to close the breach. Working in shifts, often with but three or four hours sleep, the soldiers were aided by local fire brigades and student volunteers.

With drainage operations completed in southern Nagoya, the men are moving west of the Shonai River to begin drainage work in western Nagoya, the Ama sector in suburban Nagoya and in Kuwana, Mie Prefecture.

Another 600 SDF troops have been assigned to repair the broken levee on the Machiya River in southern Kuwana.

A total of 50,000 SDF troops have been employed in rescue and rehabilitation work in the flooded areas. The servicemen are credited with having saved the lives of more than 1,400 persons.

Troops evacuated more than 7,000 persons from danger areas during the rescue operations. They also cleared some 17 kilometers of damaged roads and delivered 1,470 tons of drinking water to typhoon victims.

Mobile bath and laundry units of the SDF toured the damaged areas aiding homeless refugees.

Two weeks after the death-dealing storm swept Japan, 10,000 men from Ground, Maritime and Air Self-Defense units are continuing their mercy missions. They are employing 1,560 SDF vehicles, 31 boats and 11 helicopters for this work.

Many typhoon victims rescued by Japanese servicemen were unstinting in praise of the troops' quick actions at a time when Government agencies were frequently slow in acting because of official red tape.

Mideast Said Penetrated By Russians

WASHINGTON (AP) — U.S. Sen. Hubert H. Humphrey (D-Minn.) Saturday credited Soviet Russia with successful penetration of the strategic and oil-rich Middle East, particularly the Arab countries.

"Today, the USSR is a power to be reckoned with in that cross-roads of three continents," the senator said as he released an analysis of "Soviet penetration in the Middle East."

Humphrey

Although Russia failed for two centuries to penetrate the Middle East by direct political and military tactics, the Kremlin heads have now succeeded "by peaceful economic means" in an "offensive which employs the weapons of trade, economic aid, and military assistance," Humphrey said.

The senator, a member of the Senate Foreign Relations Committee, said America and other Free World interests "have suffered from the Soviet economic offensive and now face major obstacles in our efforts to strengthen our position, especially in Arab countries."

Turkey, Iran and Israel have resisted most Communist economic pressures, Humphrey said, while Egypt, Syria, and other members of the Arab League have become entangled in trade, arms and barter agreements with many of the Communist nations.

"Nations unable to supply their own military and industrial needs of necessity become dependent upon their major source of supply for spare parts and operational know-how," the senator said.

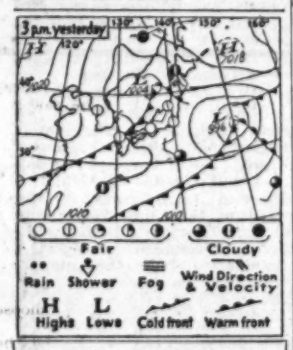
Even so, Humphrey said some of the Arab states, particularly Egypt, are showing "unmistakeable signs of disenchantment with communism."

Humphrey said the Communist advances in the Middle East have taken place despite U.S. support of military pacts and foreign aid programs.

U.S. Officer Found Murdered in Germany

REGENSBURG (AP)—A U.S. army captain was found murdered Friday near the entrance to the U.S. Army training area Grafenwoehn, about 50 miles north of here, German police said Saturday.

The officer was identified as Capt. John P. Maher, stationed at Grafenwoehn with the 1st Field Artillery Batallion. Police said his skull was smashed with a blunt instrument.



The Weather

Tokyo Area—Today: Fair, later cloudy with N. or E. winds. Tomorrow: Fair and cloudy with N. later S.E. winds. Rain at night. Yesterday's temperatures: Max. 27.2 C. Min. 16.8 C. Minimum humidity: 52 per cent.

Monday, Oct. 12

(Lunar Calendar, Sept. 11)

Sunrise—5:44 a.m. Sunset—5:11 p.m. Moonrise—1:41 p.m. Moonset—1:09 a.m. High tide—1:05 a.m., 2:55 p.m. Low tide—8:20 a.m., 9:05 p.m.

Monty Regrets Election Joke

LONDON (UPI)—Britain's fiery old war hero Lord Montgomery, apologized Sunday to 12,216,166 persons for tagging them as "barmy" people who "should be locked up in a lunatic asylum."

Monty telephoned the Sunday Express to say "I said it as a joke."

The 12,216,166 to whom he apologized were those who voted for a Labor government in last week's elections. Monty, in a speech three days before polling day Thursday, said, "Anybody who votes Labor in this election should be locked up in a lunatic asylum . . . anybody who wants to change the management now . . . must be absolutely barmy, off his rocker, completely off his rocker."

Sunday he said "I said it as a joke, just a joke. I said it lightheartedly. I am sorry it was not appreciated as a joke."

Macmillan's Party Doubles Majority

LONDON (UPI)—The Conservative Party of Prime Minister Harold Macmillan almost doubled its majority over the Labor Party in the House of Commons, final tabulations showed Saturday.

The final return, a Conservative victory, came from the Scottish constituency of Argyll. Symbolically, the winner, M.A.C. Noble, almost doubled his vote margin too, from 5,166 in last year's by-election, to 9,243.

The final distribution of the 630 seats in the new House of Commons is as follows:

Conservatives 365 seats, Laborites 258, Liberal Party 6, Independents 1.

The Conservatives now have a 107-seat edge, contrasted with their 60-seat advantage in the old Parliament.

Record Dry Spell Ends in England

LONDON (AP)—Heavy rain swept across parched southern England Saturday and brought down the curtain on Britain's driest summer for 200 years.

In some drought-hit districts people rushed out of their houses with pots and pans to collect the water.

London had 18 days without any rain. Southampton had been waiting for four months for a heavy fall.

Two places—Lowestoft on the east coast and Finningley in the north—still remained dry and crept to within three days of a 66-year-old British record of 60 days without rain. But experts predicted that bad weather would catch up with them over the weekend.

British Bus Returns From Moscow Journey

LONDON (Kyodo-Reuter)—A British bus returned to London from Moscow Saturday after the fastest road journey ever made from London to Moscow. The time was 44 hours and 57 minutes for an average running speed of 51.6 miles per hour.

The coach, a Thames bus made by the British Ford Motor Co. which normally seats 41 passengers, carried 17 passengers in special aircraft-type reclining seats.

Three drivers shared the 1,700-mile journey in shifts. There were night stops and the passengers slept in their seats.

GOP Calls For Ban on Segregation

WASHINGTON (AP) — The Republican Party called Saturday for the complete elimination of racial segregation in public places. They set this as a high priority goal requiring a cooperative effort by Government at all levels.

The report on "Human Rights and Needs," was one of a series being published by a 44-member committee headed by Charles H. Percy of Chicago. It was written by a task force captained by Miss Bertha Adkins, U.S. Undersecretary of Health, Education and Welfare.

In its discussion of the politically touchy civil rights issue, the task force avoided specific recommendations for new legislation. Another civil rights battle is expected to explode in the U.S. Senate by mid-February.

The Republican report called for "vigorous programs to be developed to make effective for all members of minority groups equality of opportunity to compete for jobs and upgrading on the job, to receive the best in education and obtain health service and financing."

The report called for "effective action to deal with persons who use force or threats of force to obstruct court orders in school desegregation cases," among other recommendations.

Farmer's Wife Kills 2, Then Attempts Suicide

UTSUNOMIYA (Kyodo)—The wife of a Tochigi farmer killed her four-year-old grandson and 81-year-old mother-in-law yesterday afternoon by thrusting them into a well in the backyard of her home.

Teru Takahisa, 59-year-old wife of Kaichi Takahisa in Azusa-cho, Tochigi, then attempted to commit suicide by jumping into the well herself but was restrained by neighbors.

Police were of the opinion that she had suffered a nervous breakdown at the time of the murders.

N. Borneo Chieftain Buried With 26 Skulls

KUCHING, North Borneo (Kyodo-Reuter)—An Iban chieftain, Penghulu Gani Anak Chaong, has been buried here with the skulls of 26 men he decapitated in his youth.

His relatives said that this was the last request of the chieftain who died on Oct. 4.

He was a legendary link with the "white rajahs" of Sarawak, Sir Charles and Sir Vyner Brooke.

A rebel to begin with, he later became a stanch friend of the Brookes and helped them settle feuds in Sarawak.

Yacht Said Stolen by Followers of Batista

HAVANA (AP) — Cuban naval authorities said early Sunday the yacht Aries had been seized by gunmen believed to be followers of ex-dictator Fulgencio Batista.

Havana Radio said it had a report the yacht, owned by Roberto Lopez Nunez, had arrived at Key West, Florida.

Authorities said the custodian of a yacht club where the craft was kept and a sailor disappeared and it was feared they had been taken along by the gunmen.

Minami Ward, one of the many flood-stricken areas of Nagoya, is sprayed from the air with BHC powder by helicopter of the Air Self-Defense Force on one of their many relief missions.

Toy Poodles Held for Ransom Safe as 'Dognapers' Caught

MINEOLA, N.Y. (AP)—The "Dognaping" of 10 toy poodles valued by their owner at $25,000 was revealed Saturday with the arraignment of four Long Island women in court.

They were charged with burglary for allegedly taking the dogs Sept. 15 from Kennels at the home of Mrs. Leicester Harrison, of nearby Massapequa, a frequent exhibitor at dog shows.

Mrs. Harrison told the court the women had held the dogs for a $5,000 ransom.

The four women were ordered to post $1,000 bail each pending grand jury action.

Mrs. Harrison, a tiny blonde, said the ransom demand was made in a telephone call a few days ago. She said she recognized the voice as that of Belle DiJoseph, whom she formerly employed as a groom for the dogs at dog shows.

The owner notified police, who arrested Miss DiJoseph, 28, and the other women—Virginia Kalkof, 28; Mrs. Lillian Lyons, 34, and Mrs. Marcia Esterbrook, 27.

County detective chief Stuyvesant Pinnell said they admitted taking the dogs. One escaped shortly afterward but arrangements were being made for the return of the others.

Mrs. Harrison said one of the dogs Leicester's Sultan's Song Legacy, known informally as "baby" was the finest toy poodle in the world.

The missing dog, which reportedly jumped from the women's automobile, was described as a young bronze female.

Police said Mrs. Harrison was ill in a hospital at the time the dogs were taken and the alleged ransom demand apparently was delayed until it was known that she had returned home.

U.S. Airman Held in Daughter's Death

ITAZUKE AIR BASE (UPI) —The U.S. Air Force said yesterday a New Jersey airman allegedly beat his adopted five-year-old daughter to death with a rubber hose late Saturday because "she was always lying."

An air force spokesman at this base in southern Japan said air police were questioning Airman 1C. Thomas Moore, 27, Long Branch, N.J., in the slaying.

The spokesman said Moore, a 6-foot, 1-inch, 190-pounder, beat the girl about the body with a two-an-one-half foot length of rubber hosing which he used as a whip. The hosing was about half an inch in diameter.

The little girl, Marie Yvonne, was a Japanese-Negro orphan adopted only two months ago by Moore and his Japanese wife, Kazuko. She weighed about 50 pounds.

Moore's wife, who is three months pregnant, was rushed to the 6160th Air Force Hospital for observation after the girl's death. A spokesman said she appeared to be all right.

The spokesman denied an earlier report that Moore had confessed to the slaying. He said Moore gave a statement to air police but the only portion of the statement so far made public was Moore's quote that his daughter "was always lying."

U.S. to Give Missiles To Turkey

NEW YORK (AP)—Negotiations for the construction of an intermediate range ballistic missile base in Turkey have been completed, the New York Times reported Sunday.

In a dispatch from Washington the Times said:

"All that remains is for the Turkish Government to arrange for an announcement in Parliament. This will coincide with the formal exchange of letters and other documents between Turkey and the United States, which will supply the weapons.

"The negotiations were carried out at the headquarters, near Paris, of Gen. Lauris Norstad, Supreme Commander of the Allied Powers in Europe.

"Whether Turkey will get Thor missiles, developed by the Air Force, or the Army-developed Jupiters, could not be ascertained. The basic documents in the agreement refer simply to intermediate range ballistic missiles, without designating the model.

"Intermediate range ballistic missiles, which can be armed with nuclear warheads, have a range of 1,500 miles. From a Turkish site, these missiles could be directed against points anywhere in the European part of the Soviet Union and most of central Asia.

"The agreement will give Turkey the third IRBM base in the Western defense system. There is a Thor base in Britain and a Jupiter base well under construction in Italy.

"The agreement will also reinforce Turkey's position as one of the most important pieces of real estate in the North Atlantic Treaty Organization."

UAW Presses Ike Against Injunction

ATLANTIC CITY, N.J. (AP) —The United Auto Workers Union international convention appealed to President Dwight D. Eisenhower Saturday to reconsider his decision to invoke the Taft-Hartley Law in the steel strike.

The nearly 3,000 delegates unanimously approved a telegram from UAW chief Walter P. Reuther to Eisenhower asking that instead the President create "an impartial public fact-finding board."

British Navy Ship Runs Amok While Admiral Fumes in Boat

ST. HELIER, Isle of Jersey (UPI)—If officers of the Royal Navy frigate Starling never have to ferry another admiral, it may be too soon for them.

The Starling Saturday was supposed to pick up Sir Manley Power, commander in chief at Portsmouth, here Saturday after his two-day visit to Jersey. He was supposed to board a launch and catch up with the Starling at sea.

But when the Starling cast off to move into position it:

1. Hit the Dutch steamer, Princess Wilhelmina.
2. Uprooted the moorings of a dredger, which began to drift loose.
3. Sliced through two mooring lines of the British mail steamer, St. Patrick.
4. Was waved impatiently into a berth by harbor officials to let the St. Patrick sail with the mail.
5. Left harbor two hours late and finally picked up Adm. Power, waiting in his launch.

Japan Course Set For 'R and R' GIs

SEOUL (AP) — Soldiers of the U.S. 1st Cavalry Division in Korea will be soon taught a special course on how to save money and what to see in Japan before they leave for that country on "R and R" (rest and recuperation).

An education center of the division will open the course, "R and R Japanese," Oct. 19. It is said to be the first of its kind in Korea.

"The R and R Japanese course will include not only the language, but other information soldiers like to have when they go to Japan," says an adviser to the education center.

Some of the highlights will be: "Saving Money," "What to see," "What to Buy," "Where to Eat," and "Entertainment Possibilities."

Showman's Hiccups Cause Short Circuit

LONG BEACH, Calif. (AP)—Sword swallower Henry A. Burns got the hiccups during his act Friday night. And a bad sore throat, too.

Burns decided to use 21-inch neon tubes instead of swords.

He placed the tubes, a half inch in diameter, in his throat. Then he plugged the wires into a socket.

The neons glowed.

Then Burns hiccuped and caused a short circuit. One of the tubes burst.

He quickly removed the good tube and spit out what he could of the other one. He was rushed to a hospital, where doctors removed minced glass from his throat. His condition was good.

From his hospital bed, he vowed to stick to swallowing steel swords.

Lunik III Heading Back for Earth

MOSCOW (UPI)—The Soviet moon rocket headed back for earth Saturday night after reaching a point almost 292,000 miles from earth, Moscow Radio said.

The announcement was attributed to Russian scientist Ari Sternfeld.

When the 631-pound earth satellite reached its apogee, according to Sternfeld, it was traveling at a speed of approximately 868 mph comparable to that of a jet aircraft.

V. I. Siforov, a correspondent member of the USSR Academy of Sciences, said the moon satellite had reached a distance of 470,000 kilometers (291,400 miles) from the earth.

Sunday, he said, Lunik III will again start picking up speed under the influence of the earth's gravity and will race to the vicinity of the earth.

Lunik III is expected to reach a point approximately 24,000 miles from the earth on or about Oct. 18.

Sternfeld said that Lunik III will pass in the vicinity of the moon "from time to time," coming closest in January 1967, when it will be 6,000 miles away.

Quadruplets Born To Woman in U.S.

BALTIMORE, Md. (AP)—A 30-year-old Annapolis woman gave birth to quadruplets Saturday at the Johns Hopkins Hospital. All four babies are reported by a hospital spokesman to be "doing fairly well."

Mrs. Lorraine Graves, gave birth to a 4 pound 8½-ounce girl at 1:17 p.m., a 3-pound 13½-ounce girl at 1:32 p.m., a 3-pound 11-ounce boy at 1:49 p.m. and a 3-pound 8-ounce girl at 1:52 p.m.

All four babies were placed in the premature nursery.

Mrs. Graves has eight other children, including two sets of twins.

Jane, Queen of the Strips, Pops the Question, Quits

LONDON (AP)—The most famous blonde in Britain has retired after 26 years in the public eye. She's planning to get married.

Her name: Jane.

"No one ever knew if she had a surname. For Jane was a character in a comic strip in the mass circulation tabloid Daily Mirror.

A glamorous, leggy pin-up who never aged a day during those 26 years, she became a sweetheart of British fighting men in World War II.

It was said that she helped boost the morale of the Royal Air Force, that she helped win the war and helped Labor win the postwar election.

A bomber squadron adopted her as their mascot. Her picture was on the turret of the first tank into Normandy.

She was known as the queen of the strips—as much for the number of times she lost most of her clothes as anything else.

There was a World War II rumor that the day that Jane appeared completely nude, the Allies would invade occupied Europe.

Sure enough, on June 6, 1944, Jane appeared without a stitch on, and the Allies opened the second front.

After 26 years of waiting for her boy friend George to propose, Jane popped the question herself Saturday and bowed out of the paper headed for the altar.

♠ ♡ ◇ ♣ *Bridge*

Announcement: This evening's game at the Jewish Community Center has been cancelled due to the celebration of Yom Kippur.

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V. 55	Dec. 17	Dec. 20	Jan. 4	Jan. 2

WESTBOUND

	V'couver Sail	Seattle Sail	H'lulu Sail	Y'hama Arrive	Y'hama Sail	Kobe Arrive
V. 54	Nov. 22	Nov. 24	——	Dec. 9	*Dec. 10	Dec. 11
V. 55	Jan. 12	Jan. 10	Jan. 21	Feb. 3	*Feb. 4	Feb. 5

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Yokohama .....Nov. 14/16

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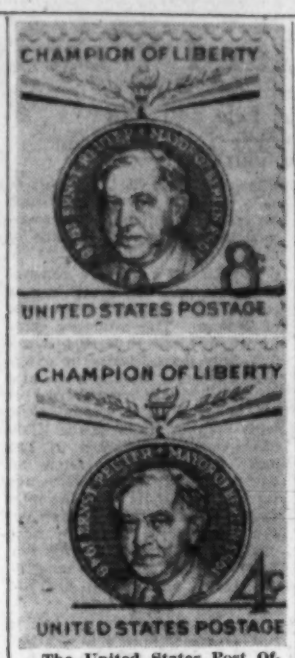

The United States Post Office recently issued a series of new "Champion of Liberty" stamps honoring the former Berlin mayor, Ernest Reuter.

Sohyo Plans Intensifying Campaign

The General Council of Japan Trade Unions (Sohyo) has served notice that it will intensify its fight against the revision of the Japan-U.S. Security Treaty and streamlining of business by the coal mining and other key industries.

Sohyo said it will continue the campaign to next spring.

The labor federation sparked off its drive Saturday with limited strikes in the coal-mining center in northern Kyushu where depression-hit mine owners have planned large-scale dismissals.

Sohyo's strategy calls for developing its campaign to a nationwide scale.

The Japan Coal Mine Workers Union (Tanro) will spearhead the fight.

On Oct. 20, limited strikes up to two hours and worksite rallies during duty hours will be staged by various private industry workers as well as Government and public corporation workers. Similar slowdowns will be held subsequently, with the campaign climaxing to the biggest and strongest action in Sohyo's history at the end of November.

Kyodo Pigeon Wins Giant Int'l Race

A homing pigeon owned by the Kyodo News Service yesterday won the seventh annual international goodwill pigeon race over a 300-kilometer course between Matsushima, near Sendai, and Tokyo in four hours, 28 minutes and 52 seconds.

Prince Takamatsu was the honorary sponsor of the race in which a total of 990 pigeons representing 11 countries took part.

The Portuguese Pigeon Society's entry placed second in 4:29.57. Third was a pigeon owned by Chang Chen-fong of Taiwan which finished in 4:32.34.

An American entry placed fourth, Belgian ninth and Filipino 10th.

The pigeons started off from Matsushima at 8 a.m.

In another race yesterday, 700 pigeons covered a 340-kilometer course between Hiroshima and Osaka. They took off from the Peace Memorial Park in Hiroshima also at 8 a.m.

Singer Asaoka Off for Hollywood TV Show

By The Associated Press

Miss Yukiji Asaoka, one of Japan's top pop singers, left here by air yesterday for Hollywood where she will appear in the Dinah Shore Chevy Show Oct. 25.

Number of Women Being Sold Grows

The Police Agency Saturday directed all local police headquarters to step up their fight against women being sold into prostitution, which has shown a marked increase this year.

The white slavery traffic, the agency noted, is especially conspicuous in the depression-hit coal-producing centers and typhoon-ravaged areas.

According to the agency's Public Safety Bureau, a total of 2,850 women were traded during the January-June period this year, showing an increase of 22.4 per cent over the 2,327 women sold during the comparable period last year.

The number of traffickers arrested during the period, however, did not show a proportionate increase. Brokers arrested during the January-June period numbered only 367, a drop of 47.4 per cent from the 702 arrested during the similar period last year.

The agency said this was due to the increasingly devious methods used by white slave dealers in carrying out their trade.

Bill Promised For Miners' Relief

TAKAMATSU (Kyodo)—Labor Minister Raizo Matsuno said here yesterday that his ministry would submit to the extraordinary Diet opening Oct. 26 a bill for relief of coal miners who have lost their jobs as a result of the current depression in the industry.

Speaking to newsmen, Matsuno said that the bill will call for creation of a government-industry association for extending aid to the unemployed miners within the current fiscal year.

The association will help them receive vocational training and finding new jobs, he added.

Matsuno came here yesterday morning en route to a national labor health meeting in Matsuyama.

The Labor Ministry, he said, will also present to the coming Diet a bill for revision of the Unemployment Insurance Law so that enterprises, who suffered heavily from natural disasters such as the recent typhoon, would be regarded as unemployed and therefore be entitled to insurance money.

Matsuno also said his ministry would submit to the regular Diet opening in December a bill creating a labor controller system.

The system, he explained, would provide for naming Government-licensed labor controllers to small enterprises at a ratio of one controller for each 30 workers. The purpose is to help the healthy development of labor movements in small businesses.

About 60,000 such controllers would be required, he said.

JRC Names Co. To Return Koreans

NIIGATA (Kyodo)—The Japan Red Cross has picked a shipping agency here to undertake arrangements for the repatriation of Koreans in Japan to North Korea.

The North Korean Red Cross had asked the JRC to choose a suitable agency.

If the selection is accepted, the Fuji Transportation Co. will handle transportation facilities for the repatriates, who will embark from this port.

Undelivered Mail

No. 52

The following undelivered mail is being held at the Foreign Mail Section of the Tokyo Central Post Office because of insufficient address and should be claimed by Oct. 20. Mail not claimed will be returned to sender. Quote the list number when making inquiries.

Ordinary Mail

1. Bacon, 2. Miss Elizabeth Waleman, 3. Frederick P. Loring, 4. Mr. & Mrs. Harry Weiss, 5. John Earls, 6. Dr. Joseph Katz, 7. Hern Julius Gyorgy, 8. J. Young, 9. Miss Mary Fitzerald, 10. N. Liaros, 11. Paul Sodeburg, 12. Miss Peggy Stevens, 13. Rev. R. Boardman, 14. S. Boplar.

Parcel Post

1. T. Sindell.

Welfare Ministry Designates Oct. as Antinarcotics Month

The Welfare Ministry has decided to designate October as Antinarcotics Month to stamp out illegal drug trafficking and clandestine cultivation of narcotics plants.

The legal import of heroin and morphine has dwindled recently due to the drop in opium production in such countries as India, Turkey and Iran, giving rise to an increase in illicit drug trafficking.

Narcotics addicts are increasing in number every year, despite the Government's efforts to suppress the use of habit-forming drugs.

In 1957, 1,567 persons were arrested for dealing in or possessing narcotics. The number rose to 2,162 in 1958.

There were 71 cases of illegal cultivation of narcotics in 1958, while 48 cases were brought to light during the first half of this year.

There were 1,122 reported cases of drug addicts in 1957, and 2,099 cases in 1958. It is estimated that there is an actual total of 200,000 dope addicts if the "light" cases are counted.

The addicts consume a total of 15 tons of heroin a year, or some 150 tons in terms of opium material.

Japan used to import an average of 50-60 tons of opium a year, but the amount is dropping because of production restrictions enforced by opium growing countries.

Since Japan produces only about three tons of opium a year, the drop in legal imports has fostered ideal conditions for a dope dealers' "drug market."

The Welfare Ministry plans to carry out various measures to suppress the drug trade during October.

It also plans to increase inspectors and narcotics agents to control and suppress the illegal use and cultivation of narcotics from next year.

A Drug Control Headquarters will be established to coordinate the antidrug campaigns of local offices.

Art, East and West

Taikan's Fabulous Life and After

By ELISE GRILLI

TAIKAN YOKOYAMA's Paintings in Posthumous Exhibitions at the National Museum, in Ueno Park, and at the Museum of Modern Art, Kyobashi (Ginza at Y Ave.) Through Oct. 18.

Even after his death Taikan Yokoyama continues to be as gigantic and phenomenal as he had been all through his long life (1868-1958). To my knowledge no other artist has ever had the opportunity (and the fertility) to fill two large museums with his work—two national museums that cleared their halls completely in order to honor a giant among artists.

A posthumous exhibition of such scope indicates several premises that need to be examined. The honor here bestowed indicates, of course, the high esteem which Taikan held in critical opinion, as well as the degree of popularity which he enjoyed almost continuously throughout his lifetime. Both these points are accepted in Japan with a unanimity which time may perhaps shake somewhat and which I am irreverent enough to question a bit ahead of time.

Polite uniformity of agreement is a garment which has never quite fitted any artist and which only obscures the sharp outlines of his achievement. Taikan would appear far greater if at least a quarter of the paintings had been eliminated from these huge shows. Some of his juvenalia might be skipped over and several of his senile last works might in all charity have been hidden away. But at this moment, so soon after his death, it is difficult to sift; perhaps it requires such an indiscriminate showing to reveal the heights and depths of a very prolific artist.

Quantity and size are generally irrelevant in evaluating a painter, but not so in the case of Taikan. The immense scale on which he often liked to work is closely linked with the extrovert character of the man and with the Wagnerian range of his dreams. This comparison with Wagner hints of the grandiose musical schemes in Taikan's work and also offers an analogy in the pseudo-cosmic, super-nationalistic philosophy which obsessed the German composer and the Japanese painter at almost the same moment of time (give or take 20, 30 years) and which are not unrelated at their roots.

Both artists expressed in their special idiom super-nationalistic philosophies they had imbibed from poets, thinkers, and politicians at their side. For the lack of space here I cannot do more than point to the parallelism between the Wagner-Nietzsche relationship and that of Taikan to Okakura's and Tagore's Pan-Asianism. Without pressing this resemblance too far, we can also see the bane of such grandiose thoughts on artistic control and defects imparted thereby to the composer and the painter alike.

The full quantity of Taikan's output is barely adumbrated even in these two huge exhibitions. There are many, many large screens and also smaller works which I recall from previous exhibitions and which are not on display here. (Mercifully, in most cases). The catalogue lists about 200 works—only about a 20th, perhaps, of Taikan's full total.

Taikan's "Village Children Around a Monkey" (1893) was his graduation piece at the Tokyo Art Academy.

Taikan reached his highest achievement with his great scroll "The Wheel of Life" (1923), shown in part above.

It is not impossible for an Oriental painter of long life and continuous activity to produce some 5,000 paintings, for it must be remembered that the Western separation of sketches and "finished" works is far less meaningful and often inapplicable to artists in China or Japan. A small ink scribble may well outweigh a large screen. But even among his compeers, Taikan's immense output was phenomenal, as was almost everything that Taikan said and did. The anecdotes he left behind are just as numerous and just as astonishing, for they follow Taikan all around the globe, on his travels to America, India and China.

The virtuosity of Taikan's brush was apparent in his earliest works. It raised him at once to the status of the greatest disciple of the Fenollosa-Okakura "Renaissance" movement and the star of the first graduating class of the newly founded Tokyo Art Academy. The exhibitions of Taikan's work in New York, Boston, and London in 1904-05 must have been the first contact which the West experienced with work of a living Japanese master. From these travels and from his poetic friends Taikan derived endless material for landscapes and for his philosophic-poetic-historic figure subjects. He seemed to grow with each painting, to add spiritual depth to the obvious facility of his technique, until he reached the age of 55 years.

Then the canker of the grandiose and ultranationalistic thinking drew Taikan as a ready victim into the meshes of the militarists who ruled Japan during a half century of aggressive strutting. It caused Taikan to stumble from the peak of his 1923 achievement (the great scroll of "The Wheel of life") to the banalities of huge screens with Mt. Fuji and the red sun disk, the wonderful symbols of Japan then degraded by excessive nationalism.

During the quarter of a century that still remained for him Taikan did occasionally have good years—even as late as 1952-54 he still had a run of fine paintings. But it can hardly be said that he developed in spiritual profundity or in aesthetic refinement after the climax of 1923. Such a curve of development, with a peak in the middle and a slow decline, would indicate some psychological weakness in any artist, and all the more so in an Oriental ink painter.

Tradition would have it that nearly all the great masters were most expressive, most "spirituel" in their old age; this is almost an axiomatic consequence of life-enrichment guiding an initial of technique. In this regard Taikan failed to grow. Perhaps he sensed this and tried to disguise it under ever bigger, ever more intricate, ever more colorful decorative paintings. With a very few exceptions, I would gladly bypass the huge screens and beg for one small ink painting of misted mountain peaks.

Mrs. Grilli will speak on Taikan and His Times as the first of five lectures sponsored by the International Art Society on Tuesday from 6-8 p.m. at the Museum of Modern Arts, Kyobashi. Admission ¥300 plus museum charge or five lecture subscription at ¥1,000 plus museum charge. Further information may be obtained from Mrs. Polowetzky Tel. 712-8565.

What's Going On This Week

Music

Oct. 13, 14, 15

NHK SYMPHONY ORCH. Conductor, **WILHELM SCHUECHTER.** Soloist: **YOSHIO UNNO.** With the participation of the Sharps and Flats Jazz Band. Suite "Ma Mere L'Oye" (Ravel); Violin Concerto (Glazounov); Hungarian Rhapsody No. 1, 2, 3, 5, 6. (Brahms); Concerto for Jazz Band and Orchestra (Liebermann); Scherzo a la Russe (Stravinsky).

Oct. 14

NEW PIANO GROUP, Yamaha Hall, 6:30 p.m. Evening of Schumann and Brahms. Carnaval and Symphonic Etudes (Schumann); Waltzes and Variations on an Original Theme (Brahms).

YOSHIO ISO, VIOLA RECITAL. Assisted by Tsuneo Iso, violin. Daiichi Seimei Hall, 6:30 p.m. La Follia (Corelli); Concerto for Violin and Viola (Mozart); Viola Concerto (Walton) (first performance); Romance (Beethoven); Orientale (Cui); Pavane pour une Infante Defunte (Ravel).

Oct. 15

TOKYO MIXED CHORUS. Daiichi Seimei Hall, 6:30 p.m. Gregorian chants, 13th century songs, Scarlatti, etc.

Oct. 16

HELMUT ROLOFF, GERMAN PIANIST. Hibiya Hall, 6:30 p.m. Beethoven program: Sonatas "Pathetique," "Waldstein," "Appassionata," "Tempest."

CHAMBER MUSIC EVENING (all Beethoven program). Kudan Kaikan Hall, 6:30 p.m. Motonari Iguchi, piano; Mari Iwamoto (violin); Kimiyo Matsuura (viola); Toshio Kuronuma (cello); Akira Akaboshi (contrabass); Ririko Hayashi (flute); Toshiyo Kitazume (clarinet); Muneo Tozawa (Bassoon); Motoasa Oku (horn). Sonata for Violin and Piano No. 10 in G; Serenade for Flute, Violin and Viola; Trio for Piano, Violin and Cello; Septet for Violin, Viola, Horn, Clarinet, Bassoon, Cello and Contrabass.

Oct. 18

CZECH PHILHARMONIC ORCHESTRA. Conductor, **KAREL ANCERL.** Hibiya Hall, 2 p.m. Bartered Bride Overture (Smetana); Symphony in E Min. "From the New World" (Dvorak); Romeo and Juliet Suite No. 1 (Prokofiev); Pictures from an Exhibition (Mussorgsky).

Customs

Oct. 12

OESHIKI FESTIVAL at Hommonji Temple, Ikegami, Ota-ku, Tokyo. This festival is celebrated in commemoration of the demise of Priest Nichiren, founder of the Nichiren sect of Buddhism. On the night of the festival devout believers of this sect march toward the temple carrying large square lanterns beautifully decorated with paper flowers.

OX FESTIVAL at Koryuji Temple, Ukyo-ku, Kyoto. This festival has been observed for the last 900 years. At 7 p.m. four demons, two clad in red and the other two in white, will go out of the west gate and enter the temple from the east gate. The demons are followed by a procession of hundreds of parishioners carrying torches and musical instruments and a priest clad in an ox costume rides on a live ox. A temporary altar is set up, around which the procession marches three times and the priest and the four demons sit on the stage. Following the end of the rites paper demon masks are given to the people who gather at the temple. The mask is supposed to protect them from bad luck. The ceremony closes at 10 p.m.

Oct. 12-15

ANNUAL FESTIVAL at Kurita Shrine in Higashiyama Sanjo, Kyoto. On Oct. 12 at 11 a.m. the shrine palanquins and the hall are decorated. At 7 p.m. on Oct. 12 and 13 recreational programs are given. On Oct. 14 at 8 p.m. 17 beautifully decorated halberds and 12 lanterns will be set up in the shrine precincts. On Oct. 15 at 1 p.m. the halberds will be carried through the neighboring areas.

Oct. 14

KENKA FESTIVAL of Mega Shrine, Himeji, Hyogo Pref. Huge gorgeous shrine palanquins jostle each other and the bearers vie in showing their skill in holding up the palanquins.

Oct. 14-15

ANNUAL FESTIVAL at Hikawa Shrine, Omiya, Saitama Pref. Elaborately decorated palanquins make a procession.

Oct. 15-16

BOAT FESTIVAL of Kumano Hayatama Shrine, Shingu, Wakayama Pref. A fleet of sacred boats bearing shrine palanquins hold offshore ceremonies.

YAMASHINA FESTIVAL at Yamashina Shrine, Higashiyama-ku, Kyoto. At 6 p.m. in all the four shrines, Ichinomiya, Ninomiya, Sannomiya and Shinomiya, wrestling matches are held. On Oct. 16 at 6 p.m. three palanquins parade through the areas where the parishioners live.

Oct. 15-18

TSU FESTIVAL of Hachiman Shrine, Tsu, Mie Pref. A parade of shrine palanquins and floats, reproducing a procession of a feudal lord and his retainers, takes place.

Oct. 16-17

OKAZAKI FESTIVAL at Okazaki Shrine in Sakyo-ku, Kyoto. At 1 p.m. a large palanquin and several small ones, halberd bearers and pages in costumes parade through the streets till 5 p.m. On Oct. 17 at 2 p.m. sacred dancing and music will be performed followed by a dedication of archery performances.

ANNUAL FESTIVAL at Hinata Shrine, Sanjo, Higashiyama-ku, Kyoto. At 2 p.m. on these two days Shinto rites are observed. Particularly on Oct. 17 programs of sacred music and dances, are given.

Oct. 17

AUTUMN FESTIVAL of Toshogu Shrine, Nikko. A shrine palanquin is carried from the main shrine to the sacred place called "Otabisho" under the escort of armor-clad parishioners. About 600 people participate in the procession though the festival is not held on such a grand scale as in the spring festival. The procession starts at 11 a.m.

Exhibitions (art, others)

DAIMARU (Tokyo Station, Yaesuguchi): **Spanish doll exhibit,** sponsored by Spanish Embassy and Friends of Spain Society, "A" Hall (north entrance), until Oct. 14.

MATSUYA (Ginza); **Sketches** by Kiyokata Kaburagi, 6th fl. until Oct. 14; Also **paintings** by Zenzaburo Kojima, 7th fl. until Oct. 21.

MITSUKOSHI (Ikebukuro): **Nihon Dyeing pictures, 6th fl.; Oils** by Ogen-kai members, 7th fl.; **Also flower arrangements by residents** of Toshima-ku, Tokyo, 7th fl. until Oct. 18.

MITSUKOSHI (Nihonbashi): **Japanese traditional handicraft exhibit,** 7th fl. until Oct. 16; **Potteries** by Chikken Miura, 6th fl.; Also **Japanese style paintings** by Keimei Anzai & Teiko Kobatake, 6th fl.; All exhibits Oct. 13-18.

SHIROKIYA (Nihonbashi): **5th All Japan rose contest show,** sponsored by Yomiuri Shimbun and Japan Rose Society, 6th fl. Oct. 13-18; **6th plastic art exhibit** by Hakuju-kai group, 5th fl. Oct. 13-18; Also **Persian carpet display,** 6th fl. until Oct. 18.

SEIBU (Ikebukuro): **Aviation paintings** by schoolchildren, 7th fl. Oct. 16-21.

TAKASHIMAYA (Nihonbashi): **Paintings** by Gakushuin students, 8th fl. until Oct. 18.

TOYOKO (Shibuya): **Plastic art exhibit** by Yuhachi Ikeda, 7th fl. until Oct. 18.

Other Galleries

BRIDGESTONE GALLERY (2nd fl. Bridgestone Bldg. Kyobashi): **Paintings** by Corot, Manet, Cezanne, Monet, etc.; Also ancient **sculptures and potteries,** (closed Mondays).

CHUO GALLERY (Ginza): **Oils** by Toshiharu Ito, until Oct. 17.

CHUO KORON GALLERY (2nd fl. Marunouchi Bldg.): **Paintings** by members of Hitachi Co., until Oct. 17.

FORMES GALLERY (Ginza): **Oils** by Noboru Kunimatsu, Oct. 13-17.

FUJI PHOTO SALON (2nd fl. Sukiyabashi Shopping Center): **Photos** by Fumio Matsuda, Oct. 14-20.

GALLERY HIROSHI: (Ginza): **Oils** by Eiko Nakamura & Shigeko Yamadera, until Oct. 17.

HAKONE ART MUSEUM (Gora, Hakone): **Potteries of China, Korea and Japan** (except Thursday).

JAPANESE FOLK CRAFT MUSEUM (Komaba): **Potteries** of Edo period and Korean paintings, woodworks, ceramics, etc. (except Mondays).

KABUTOYA GALLERY (Ginza): **Oils** by Kenshi Ito, Oct. 13-18.

KONISHIROKU GALLERY (Ginza): **Sakura Photo contest,** until Oct. 14.

MURAMATSU GALLERY (Ginza): **Paintings** by Tetsu Wada, Oct. 16-20; Also paintings by Setsuko Aoki & Shiro Waki, until Oct. 15.

METROPOLITAN ART MUSEUM (Ueno Park): **"Dokuritsu Bijutsu Kyokai-ten"** (paintings), until Oct. 30; **"Nikikai-ten"** (Paintings & sculptures), until Oct. 30; **"Jiyu Bijutsuka Kyokai-ten"** (Paintings & sculptures), until Oct. 30.

NABIS GALLERY (Ginza): **Design group exhibit,** Oct. 15-20.

NATIONAL MUSEUM OF MODERN ART (Kyobashi): **Works of Late Taikan Yokoyama** (Japanese style paintings): Also **Works by Taikan** at Tokyo National Museum, Ueno Park (9 a.m.-4:30 p.m.) except Mondays, until Oct. 17.

NEZU ART MUSEUM (Aoyama): **Ancient pottery, paintings, calligraphy,** etc. 9:30 a.m.-4 p.m. (closed Sundays).

PAPER MUSEUM (behind Oji Station, Keihin Line): Japanese paper products, utensils for paper making, 9 a.m.-5 p.m. (closed Sundays).

YOSEIDO GALLERY (Ginza): **Oils** by Yukiko Fujii, until Oct. 17.

Miscellaneous

Oct. 12, 13, 14

TOKYO AMATEUR DRAMATIC CLUB presentation of "The Lady's Not for Burning," by Christopher Fry. Toshi Center theater, 8 p.m.

Noh

Oct. 15: SUIDOBASHI NOGAKUDO: Noh "Kagekiyo," Noh "Kazuraki." 5:30 p.m.

Oct. 16: SHIROKI HALL (Shirokiya Dept. Store): Kyogen program; "Irumagawa," "Urusashi," "Kaki Yamabushi." 6 p.m.

Oct. 17: KANZE KAIKAN: Noh "Matsukaze," Kyogen "Zatho," Noh "Shozon." 2 p.m.

Oct. 18: SOMEI NOGAKUDO: Noh "Ominameshi," Kyogen "Sakka," Noh "Fuji Daiko," Noh "Kasuga Ryujin." 1 p.m.

KANZE KAIKAN: Noh "Kagekiyo," Kyogen "Bu-aku," Noh "Genjo." 11 a.m.

YASUKUNI SHRINE: Noh "Tomoe" from 1 p.m.

Too Realistic

PARIS, Ontario (AP)—Children at the Paris fair painted landscapes for the Brantford Arts Council exhibit. The trouble was the paintings were too realistic.

A goat, chained nearby, ate four of the paintings while the custodian was away.

Stay at this Delightful Resort Hotel in Izu National Park

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107 Rooms: Mostly with Bath and T.V. sets.

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Announcements

YOM KIPUR SERVICES will be held at the synagogue of the Jewish Community Center as follow: Sunday, 5 p.m. Monday, 9 a.m.; Yiskor, 10:45 a.m.

YEDO CHAPTER No. 3, Order of the Eastern Star will hold an initiation meeting at the Masonic Building in Tokyo at 8 p.m. on Tuesday, Oct. 13. All members of the order are invited to attend. For further information, please call Mrs. James Wheeler, 95-4971.

DOUGLAS MACARTHUR II, Ambassador of the United States of America, will visit Yokohama on Tuesday, Oct. 13 and deliver an address before the Yokohama Rotary Club at its noon meeting at the New Grand Hotel. The subject of the ambassador's address will be "The Interdependence of Japan and the United States." Prior to the Rotary meeting Ambassador MacArthur will call on Vice Governor Tsuda and Mayor Nakarai, and will visit the Silk Center, the American Cultural Center and the American consulate general.

GRANT HEIGHTS OFFICERS Wives Club will hold their monthly luncheon and business meeting at the Club on Tuesday, Oct. 13 at 12:30 p.m. Guest speaker will be Mr. C. G. Wells, Far East Network. Reservations and cancellations must be made by Monday noon prior to luncheon. Please call one of the following: Nancy Cable, GH 8173; Donna Lambert, GH 7494 or Evelyn Blake, GH 7982. All newcomers welcome.

COLLEGE WOMEN'S CLUB of Tokyo will hold its next meeting at the International House, Oct. 14, 12 noon. Elise Grilli, noted art historian and critic, will lecture on "Modern Japanese Woodblock Prints." Members, guests, and those who wish further information may telephone Mrs. Reed Knight, 48-1667. Fee ¥600.

FAR EAST WOMEN'S CLUB will hold their monthly luncheon at 12:30 p.m. Thursday Oct. 15 in the Washington Heights Officers' Club. Mrs. Sumi Kikuta will speak on the emancipation of Japanese women and its effect on Japanese culture and dress. Reservations must be made by noon Oct. 14. Call Mrs. Muzzy 236-3721 or Mrs. Showalter 9496-8786.

THE AMERICAN CHAMBER of Commerce will hold a sayonara luncheon Thursday noon, Oct. 15, at the American Club in honor of Mr. Ben H. Thibodeaux, Minister for Economic Affairs at the United States Embassy. Mr. Thibodeaux will talk informally. ACCJ members are welcome to bring guests but are requested to telephone the chamber office 43-7338 so that appropriate arrangements can be made for all who wish to attend and express their appreciation to Mr. Thibodeaux for his excellent counsel and assistance during his term of service at the American Embassy.

THE COLLEGE WOMEN'S CLUB of Tokyo will hold its annual exhibition of modern Japanese woodblock prints at the International House on Oct. 17 and 18 from 10 a.m. to 9 p.m. Proceeds from the sale of prints will be used as part of the scholarship fund to help Japanese students pay passage to the United States where they will study at colleges and universities.

TELEVISION

Today's TV Choice

2:30-3:00 p.m.—Czech Movie (Cartoon): "The King Has Donkey's Ears" (in Japanese) (color) (ch. 3)

6:15-6:45—U.S. Movie (Cartoon) "Mickey Mouse Club" (in Japanese), (ch. 4), also Cartoon Movie Collection (in Japanese) (ch. 8)

8:00-8:30—U.S. Movie: "Lonna Ranger" (in Japanese) (ch. 8)

8:00-8:30—U.S. Movie: "Donna Reed Show" (in Japanese) ch. 8)

8:30-9:00—U.S. Movie: "Medic" (in Japanese) (ch. 10)

(Ch. 1) NHK (JOAK-TV)

7:00 a.m.—News & Weather, 7:15—Calisthenics, 7:25 — Hammond Organ Music, 7:40—Talk, 7:55—Overseas News
8:00—News, 8:15—NHK Report
11:00—TV for School
12:00 p.m.—News, 12:12—Weather, 12:15—Magic Show, 12:40—Cooking, 12:55—Overseas Report
1:00—TV for Students, 1:20—Women's Memo, 1:40—Children's Hour
2:11 p.m.—1959 World Series 6th Game
6:00—Cartoon Movie, 6:07—Vaudeville, 6:55—Weather
7:00—News, 7:15—Drama, 7:30—What's My Secret?
8:00—Popular Songs, 8:30—Drama
9:00—Drama, 9:30—Talk on Design
10:00—News, 10:15—Overseas News, 10:20—News Commentary
11:00 1959 World Series 6th Game

(Ch. 3) NHK (JOAB-TV)

1:00 p.m.—TV for School
2:30—Cartoon Movie (color) (Tokyo Local)
7:00—Talk on Music, 7:30—Teach Me English
8:00—Animal Talk, 8:30—Living Plan
9:00—Lectures on Agriculture, 9:30—High School Geometry
10:00—High School Science, 10:30—Study of German

Poor Skin Blamed Only on Neglect

NEA

The woman who is careless about removing make-up at night, who applies layers of make-up during the day without using a cleanser is the woman with a poor skin.

Most likely she smokes heavily, takes a daily cocktail and is careless about diet and rest. She probably doesn't drink enough water. And she wonders why on earth other women should possess crystal-clear skins while she has enlarged pores, blackheads, oily areas and thickened, coarse skin.

The answer lies in her own neglect.

(Ch. 4) NTV (JOAX-TV)

6:35 a.m.—Morning Melodies, 6:50—Calisthenics
7:00—News, 7:13—Weather, 7:15—News Commentary, 7:30—Topics, 7:45—News
8:00—Children's Hour, 8:25—Cartoon Parade, 8:35—Calisthenics
9:00—Cooking, 9:20—Home Memo
12:00 p.m.—News, 12:15—Children's Songs and Quiz, 12:40—Women's News, 12:55—TV Guide
1:00—Cooking, 1:30—Beauty Hints
5:36—Cartoon, 5:45—Weather, 5:50—Mainichi News
6:00—Comedy, 6:10—TV Guide, 6:45—News Flash, 6:55—Int'l News
7:00—Game, 7:30—Family Scope
9:00—Samurai Movie, 8:30—Movie "Father Knows Best"
9:00—Today's Events, 9:10—Sports, 9:15—Pro Boxing
10:00—Drama, 10:30—King Hour, 10:45—TV Reportage
11:00—Telenews (in English), 11:10—Weather, 11:15—News Desk

(Ch. 6) KRT (JOKR-TV)

7:00 a.m.—News, 7:10 — Sports Flash, 7:15 — Weather & Travel Memo, 7:20—News, 7:40—Face of Today, 7:50—Overseas News
8:00—News, 8:10—Sports Flash, 8:15—Children's Hour, 8:35—Cartoon Movie, 8:43—Weather
11:15—Weather, 11:25 — Women's School, 11:55—TV Guide
12:00 p.m.—News, 12:15 — Singing Highlight, 12:40—TV Guide, 12:45 — Women's Weekly Topics
1:00—Today's Entertainment, 1:15—Cooking, 1:30—Tokyo, Big Six Univ. Baseball or standby (see sports page)
5:25—Educational Movie, 5:50—News
6:00—Cartoon Theater, 6:10—TV Guide, 6:15—Drama, 6:45—Weather
7:00—Drama, 7:30—Video Follies
8:00—Drama, 8:30—Samurai Drama
9:00—Reportage "From North & South," 9:15—Drama, 9:45—News, 9:55—Sports
10:00—Drama, 10:30—Art Salon
11:00—Weather & TV Guide, 11:15—Face of Today

(Ch. 8) FUJI (JOCX-TV)

10:30 a.m.—Test Pattern Music, **11:05**—Weather, 11:15—Studio Report, 11:25—Cooking, 11:45—News
12:00 p.m.—Comedy, 12:15—Birthday Quiz, 12:15—Sports News
1:00—Interview, 1:30—Cooking, 1:50—TV Reportage (Typhoon)
5:30—Test Pattern Music, 5:50—Children's News
6:00—Overseas News, 6:12—Weather, 6:45—News, 6:55—Cartoon
7:00—Children's Drama
8:00—Movie, 8:30—Variety Show
9:00—Interview, 9:15—Drama, 9:45—News, 9:55—Sports
10:00—TV Reportage, 10:20—Reportage (Typhoon), 10:30—Weekly Sports, 10:45—Studio Report

(Ch. 10) NET (JOEX-TV)

9:30 a.m.—Test Pattern Music, 9:37—TV Guide, 9:45—News Commentary, 9:57—Weather
10:00-11:55—TV for Schools
12:00 p.m.—News, 12:12—Weather, 12:15—Cooking, 12:30—Study of English
1:00—Dress Making Hints, 1:20—Student's Hour
5:30—Test Pattern, 5:38—TV Guide, 5:42—Movie Short, 5:58—Cartoon
6:00—Drama, 6:15—Window of Tomorrow, 6:45—News, 6:56—TV Guide
7:00—Comedy, 7:30—Drama
8:00—Drama
9:00—Talk on Olympics, 9:45—News, 9:57—Weather
10:00—Kouta Lesson, 10:05—Studio Report, 10:30—Sports, 10:36—Overseas News, 10:42—TV Guide

SCREEN AND STAGE

GRANT HEIGHTS: This Earth Is Mine (Rock Hudson, Jean Simmons).
SOUTH CAMP DRAKE: Anatomy of Murder (James Stewart, Kathryn Grant).
TACHIKAWA WEST: The Hang-Man (Robert Taylor, Tina Louise).
WASHINGTON HEIGHTS: Middle of the Night (Kim Novak, Frederic March).
IMPERIAL THEATER: South Seas Adventure, 1, 4, & 7 p.m. (10 a.m. Sundays).
MARUNOUCHI SHOCHIKU: Der Fuchs Von Paris, 11:40, 1:45, 3:50, 5:55, 8, (9:35 a.m. Sundays).
MARUNOUCHI TOHO: Mohawk, 11, 12:50, 2:40, 4:30, 6:20, 8:10, (10, 11:25, 1, 2:55, 6:25, 8:10 Sundays).
NEW TOHO: Les Cousins, 11:10, 1:50, 4:30, 7:10, (9:30, 12, 2:30, 5, 7:30, Sundays).
SCALAZA: Tutti Innamorati, 11, 1:10, 3:20, 5:30, 7:40, (10:30, 12:40, 3, 5:20, 7:40).
SHIBUYA PANTHEON: Inferno, 11:10, 1:20, 3:30, 5:40, 7:50.
SHIBUYA KOKUSAI: The Last Blitzkrieg; The Mummy; 9:10, 12:03, 3:22, 6:41, until Oct. 15.
SHINJUKU MILANOZA: Inferno, 11:10, 12:20, 3:30, 5:40, 7:50.
SHIBUYA TOKYU: Pork Chop Hill; Timbuktu; 11, 2:40, 6:20, (9:20 a.m. Sundays), until Oct. 13.
SHINJUKU GEKIJO: Room at the Top; La Muraglia Cinese; 10:20, 2:25, 6:35; Sunday, 8:45, 10:40 2:40, 6:40, until Oct. 17
SHINJUKU TOKYU: Pork Chop Hill; Timbuktu; 10, 11:40, 3:10, 6:40, (8:30 p.m. Sundays), until Oct. 13.
SHOCHIKU ACADEMY: The Last Blitzkrieg, 1:35, 5, 8:25, (10:15 a.m. Sundays); **The Mummy;** 11:45, 3:10, 6:35, until Oct. 15
SHOCHIKU CENTRAL: The Horse Soldiers, 10:20, 12:30, 2:55, 5:20, 7:40, (Sundays 10:05 p.m.).
SHOCHIKU PICCADILLY: The Diary of Anne Frank, 10, 1, 4:05, 7:10.
SHINJUKU MILANOZA: The Hangman, 10:45, 12:20, 2:15, 4:10, 6:05, 8.
THEATER TOKYO: Les Nuits de Lucrece Borgia, 10:45, 1, 3:15, 5:30, 7:45.
TOKYO GEKIJO: Babette Goes to War, 11, 1:30, 3:40, 5:50, 8, (9:30 a.m. Sundays).

YOKOHAMA

BILL CHICKERING: Anatomy of a Murder (James Stewart, Kathryn Grant).
CAMP ZAMA: Woman Obsessed (Susan Hayward, Stephen Boyd).
SAGAMIHARA: The Young Land (Pat Wayne, Yvonne Craig), Sunday; **The Caine Mutiny** (Humphrey Bogart, Jose Ferrer).
PICCADILLY: They Came to Cordura, (9:30 a.m. Sundays), 11:50, 2:20, 7:20, until Oct. 23.
SCALAZA: North by Northwest, 11, 1:50, 4:30, 7:10, until Oct. 19.
TAKARAZUKA: Room at the Top; La Muraglia Cinese; 11, 1:20, 5:30, until Oct. 17.
TOHO MEIGAZA: Touch of Evil, 10:50, 12:30, 2:20, 6, 7:50, until Oct. 12.
UENO TOKYU: Pork Chop Hill; Timbuktu; 9:30, 11:10, 2:05, 6:50, until Oct. 13.

Stage

KABUKIZA: Part I: noon **"Kokujoji Kassen,"**; Part II: 5 p.m. **"Tanshichi Torimonocho,"** etc.; with Kikugoro Onoe Kabuki Troupe, unti Oct. 26.
KOKUSAI GEKIJO: "Aki no Odori" (Autumn Dance), with more than 300 girls of the Shochiku Girls' Revue Troupe, 3 & 6:45 p.m.
NICHIGEKI: "Aki-no Odori" (Autumn Dance) with NDT.
MEIJIZA: Shinkokugeki, Part I: 11:30 a.m. **"Ketto Takada-no Baba,"**; Part II: 4:30 p.m. **"Ippon Gatana Dohyoiri,"** with Shinkokugeki Troupe, until Oct. 25.
SHIMBASHI EMBUJO: Shimpa, Part I: noon, **"Ginza Madamu"**; Part II: 5 p.m. **"Shigure-no Machi,"** etc.; with Yaeko Mizutani, Shotaro Hanayagi, others, until Oct. 25.
TOYOKO THEATER: Kabuki, Part I: 11 a.m. **"Saikaku Gonin Onna;"** Part II: **"Honcho Nijushiko,"** etc.; with East West Younger Kabuki Actors, until Oct. 27.

RADIO

Monday, Oct. 12

FEN TOKYO (810 Kcs.)

NEWS: Every hour on the hour. **6:05 a.m.**—Rise & Shine, 7:10—Morning Meditations, 7:15—The Morning Show, 8:05—Take 25, 8:30—The Breakfast Club, 9:05—Galen Drake, 9:30—Bill Weaver Show, 10:05—Turn Back the Clock, 10:30 — Disc Jockey Jury, 11:05—Morning Melodies, 11:15—Koffee Klatsch, 11:30—Tennessee Ernie.
12:15 p.m.—Disc 'n' Data, 1:05 — Bob Hope, 1:15—The New Yorkers, 1:30—Matinee, 2:05—Matinee Concert: Symphony No. 88 in G (Haydn); Der Rosenkavalier Waltzes (R. Strauss), Philadelphia Orch., 3:05—Professional Football.
5:30—Soundtrack, 5:45—Man About Town, 6:15—Weathervane, 6:20—Spotlight on Sports, 6:30—Music by Candle Light, 7:05—Shortwave USA, American Music Hall, 7:15—American Music Hall, 7:30—Meet the Press, 7:55—Duffy's Tavern, 8:05—It's All Music. 8:30—Voices Speak Jazz.
9:10—News on the Light Side, 9:15—Pat Boone, 9:30—FBI in Peace and War, 9:55—Art Baker's Notebook, 10:05 — Air Express, 10:30—Classical Album, 11:05—Jazz Concert, 11:30—Man With a Band.

Tuesday, Oct. 13

12:05 a.m.—'Round Midnight, 1:05—One o'Clock Jump, 1:30—Mystery Time, 1:55—Ebony & Ivory, 2:05—While the City Sleeps, 3:05—Music for Everyone, 4:05 — Dawn Patrol, 5:05—Five by Five, 5:15—Barnyard Jamboree.

JAPANESE STATIONS

JOAK (590 Kcs.) JOAB (690 Kcs.) JOKR (950 Kcs.) JOQR (1,130 Kcs.) JOZ, JOZ2, JOZ3, (3,925, 6,053 & 9,595 Kcs.) JOLF (1,310 Kcs.) JORF (1,480 Kcs.)
(Subject to Change without Notice)

A.M. PROGRAM

7:00-7:20—Vaughan Williams Album: Fantasia on a Theme of Greensleeves, London Sym. Orch.; Excerpts from Symphony No. 1, "Sea," London Phil. Chorus & Orch. (AB)*
7:35-8:00—Cantatas No. 12, 81 & 112; St. Mathew's Passion (Bach), Anderson (alto), RCA Victor Ch. Orch. (AB)*
8:05-8:30—Menuet (Boccherini), Berlin Radio Sym. Orch.; Invitation to the Dance (Weber, arr. Berlioz), Royal Phil. Orch.; etc. (AK)*

P.M. PROGRAM

1:05-2:00—Egmont Overture (Beethoven), Phil. Orch.; Excerpts from "Peer Gynt" (Grieg), Holberg (sop.); Turkish March (Mozart), Badura Skoda (piano); Introduction & Rondo Capriccioso (Saint-Saens), Heifetz (violin), (KR).* 1:05-2:00—Popular Music & Jazz. (RF)*
2:00-3:00—4th Japan Industries' Music Festival. (AB). 2:05-3:00—Popular Music: Doris Day, others. (RF)*
3:05-4:00—Classic Music (RF)*
4:30-4:30—Popular Music. (QR).* 4:00-4:30—Chanson. (AB).* 4:30-5:00—Popular Music. (RF).* 4:30-5:00—Piano Sonata in B flat, K 570 (Mozart), Impromptu in F Min., (Chopin); etc., Ruriko Fujimura (piano). (AB)
6:00-6:05—English News, David Friend. (AB)
7:05-8:00—Popular Music & Jazz. (RF)*

SONY
TRANSISTOR RADIO

8:05-9:00—Dance Music. (RF)*
9:00-9:30—Popular Music. (QR)*
10:30-11:00—Songs by Verdi & Massenet, Kiyoshi Igarashi (ten.), Kazuko Ogiwara (piano). (KR)
11:15-11:30—Birthday Gift (Glazounov), Royal Phil. Orch.; etc. (JOZ).* 11:20-12:00—Popular Music: Red Hot Peppers, Arie Grant, others. (RF).* 11:40-11:55—Chansons (AK).* 11:45-12:15—Popular Music. (KR)*

AFTER MIDNIGHT

12:00-12:30—Popular Music. (RF).* 12:15-1:15—English Hour: News, Popular Music. (KR).* 12:30-1:00—Jazz. (RF).* 12:40-1:30—Ballet Suite "A Strange Shop" (Rossini, arr. Respighi), Royal Phil. Orch. (QR)*

NHK-FM (87.3 MC)

7:00-9:00 p.m.—Shostakovich Album: Symphony No. 1, Op. 10., London Sym. Orch.; Piano Concerto No. 2, Op. 101, Bernstein (piano), N.Y. Phil. Sym. Orch.; Ballet Suite "Golden Age", Op. 22, London Sym. Orch.; Symphony No. 5, Op. 47, National Sym. Orch.*

* Records

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Monday Quarterbacking

Times at Bat

By JIN KAYAMA

Big Bonanza

Japanese pro ball players are playing for peanuts when compared with what their American counterparts are earning for their diamond chores.

In the Japan Series last year, for instance, each member of the 25-man winning team, the Nishitetsu Lions, pocketed a cut of only ¥200,000 or roughly $600. Each Dodger share in the World Series just ended would be in excess of $11,000 or about ¥4 million.

The total receipts in the Japan Series amounted to ¥87,919,000 for seven games. This is about one-tenth of $2,627,000 or ¥845,360,000 raked in by the Dodgers and the Pale Hose in the six-game World Series.

Japanese professional baseball still has a long way to travel before it can catch up with the Stateside brand, moneywise and in many other ways.

When it comes to bonus players, however, local ball clubs can hold their own with the Americans. A couple of bonus babies here last year took home the yen equivalent of almost $60,000. Even American clubs don't pay this kind of money often to promising youngsters just out of short pants.

• • •

Scalpers' Paradise

If you were a Johnny-come-lately bent on seeing the World Series games, after all the seats were sold out, a scalper probably might have stuck you for a small fortune.

Prices of ducats offered by scalpers in the first two games at Chicago had gone up to as much as 125 simoleons for a box seat. That's about ¥45,000.

Local prices for reserved seat tickets in the Japan Series quoted by scalpers range from ¥3,000 to ¥15,000. This year "blackmarket" tickets may cost more, if attendance records during the regular season are any criterion.

• • •

Brickbats and Bouquets

Here's a big bouquet to FEN (the Far East Network) for its excellent radio coverage of the World Series games relayed "live" to listeners in the Far East.

All games were broadcast in the weird hours of the morning—3 a.m. local time for Chicago games and 6 a.m. for Los Angeles games. Each game lasted some three hours. But it was worth it—soaking in the festive mood of the year's greatest sports spectacle on earth.

Again hats off to the powers that be at FEN who have given us many a happy moment.

Japanese TV stations seem to have the knack of cutting short local baseball telecasts just when things are about to pop up. Without as much as "I beg your leave," a station more often than not would switch off a ball game going into the bottom half of the ninth inning with the score tied and two men on bases—just so that it could flash on the screen some 13th-rate cabaret singers.

The seats in the press box at Korakuen, Japan's baseball mecca, are made for undersized midgets. With much practice and some herculean effort, a sportswriter sitting in one of them can just manage to move his eyeballs around once in a while.

And if you are interested in seeing a teeming mass of humanity, take a trip to the said press box. There are at least 150 chain-smoking baseball writers for every game during the regular season.

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Oxonians, Cantabrigians

They're still talking about the hurricane that hit Japan in the last fortnight. It wasn't Vera. It was a man-made phenomenon in the form of a bunch of heavily built rugby players from England.

The Britons swept all seven games against picked Japanese squads with scores that rightfully belong to basketball or golf.

Happened to meet a few of them in a hotel lobby. Off the rugger (English slang for rugby and not for rugby player) field, they didn't look as terrible as they did while chasing the oval sphere.

As we've just said they are a nice bunch of people, except that they like to be called "Oxonians" or "Cantabrigians," whatever they are.

Top U.S. Gridiron Squads Keep Up Hot Pace

LSU Swamps Virus-Laden Miami, 27-3

BATON ROUGE, La (UPI)—Louisiana State, suffering from hot and cold flashes, stumbled behind the vicious thrusts of Billy Cannon and the "Chinese bandits" to a 27-3 victory Saturday night over Miami, which was suffering from intestinal virus.

The Tigers, the top team in the nation, again appeared only as good as they had to be. Coach Paul Dietzel kept his second string offensive unit—the go team—and the defensive "Chinese bandits" in the greater part of the game.

The white team—the big guns—put over three of the four touchdowns, but the "Chinese bandits" set up two of them by forcing fumbles.

All-America Halfback Cannon scored the first one nearly single-handed, and Quarterback Warren Rabb engineered the last one with 31 seconds left in the game.

The Tigers managed only one touchdown in the first half, and their offense sputtered badly at times. Only the storm troops—Cannon and company—were able to move the ball well. It was LSU's fourth win of the season without a defeat and Miami's first loss in three outings.

Miami rose above the intestinal flu that hit 27 players late in the week. All of them played, and played well until LSU opened the flood-gates and poured through the touchdowns in the last five minutes of the game.

Al Dangel, on his second of three tries, kicked a 30-yard field goal with less than three minutes left in the first half for Miami's only score. But the Hurricanes put up several other threats.

The Yomiuri Giants parade around their home ground at Korakuen after receiving the Central League trophy for winning this year's pennant. The flag presentation ceremony was held at the end of a game yesterday between the Giants and the Hanshin Tigers, which ended in a 2-2 tie. The Giants are to meet the Nankai Hawks, Pacific League pennant winners, in the Japan Series scheduled to start in Osaka Oct. 24.

Georgia Tech, Texas, Northwestern Take Big Games Over Weekend

NEW YORK (UPI)—Northwestern, Texas and Georgia Tech, three schools expected to give Louisiana State its toughest tussle for national honors, got by important tests on Saturday's college football program, marred this week by only a handful of upsets.

Northwestern outlasted a stubborn Minnesota defense for a 6-0 victory, Texas clawed to a 19-12 decision over rebounding Oklahoma in the 54th game of their long series, and Georgia Tech squeaked past Tennessee, 14-7, in a renewal of their colorful rivalry.

The Wildcats, now 2-0, are ranked second, the Longhorns and Yellow Jackets, each 4-0, are ranked fourth and fifth by the UPI board of coaches.

Other contenders in the top 10 also fared well. Eighth-ranked Purdue ripped Wisconsin, its chief rival outside of Northwestern for Big-Ten honors, 21-0, and 10th-ranked Iowa routed Michigan State, 37-8. Wisconsin was ranked between Purdue and Iowa.

Seventh-ranked Mississippi routed Vanderbilt, 33-0, in a night game. Third-ranked Southern California was idle.

Penn State, Cornell, Pennsylvania and Illinois provided the day's biggest form reversals. The Nittany Lions, ranked 12th, upset highly regarded Army, 17-11; Cornell tripped Harvard, 20-16; Pennsylvania, long the east's doormat, picked on Princeton, 18-0, for its third straight after four frustrating seasons, and Illinois proved last Saturday's victory over Army was no fluke by dumping Ohio State, 9-0, in a bruising Big-Ten skirmish.

Bob Eickhoff, a 157-pound soph quarterback, came off the bench in the final period to direct Northwestern on a 86-yard march that produced the only touchdown in its victory over Minnesota. The Gophers worked the ball down to the Wildcat 18 in the final minute of play but the drive ended when Mark Johnson intercepted a wayward pass.

Rene Ramirez, Jim Saxton and Mike Cotton were the heroes in Texas' second straight victory over Oklahoma. Last year the Longhorns whipped the Sooners, 15-14, for the first time since 1951. Oklahoma scored both of its touchdowns in the first period, but fell behind to stay in the second when Texas scored twice and converted once.

Fred Braselton's passing and Taz Anderson's running boosted Georgia Tech to its victory over Tennessee. Anderson scored on a 10-yard pass from Braselton for the first Tech score and plunged one yard for the second after Tennessee had tied it on a four-yard Gene Etter-to-Marvin Phillips pass.

Purdue, looking for its first trip to the Rose Bowl, had little trouble subduing Wisconsin, which made it easy for the Boilermakers by fumbling five times.

Japan Gymnastic Stars Beat Swiss

BERN (UPI)—Japan's student gymnastic all-stars held their second and last exhibition in Switzerland before a sell-out crowd of 1,200 at the Hotel National ballroom here Saturday.

There was no counting of points, but the Japanese team again outclassed the Swiss who fielded four members of their national team.

Italy, Poland Leaders in Rome Games

ROME (UPI)—The 18-nation two-day "Little Olympics" got off to a bad start Saturday with poor performances in the opening track and field events.

Nine of the 19 events scheduled were held under sunny skies and medium-warm weather. An opening crowd of 3,500 in the 100,000-capacity Olympic Stadium swelled to 10,000 during the afternoon.

On unofficial tabulation—five points for the first place and three, two and one points for second third and fourth places—Italy and Poland were tied for the top men's team spot with 17 points each.

Following were:

8—France, 15.
4—Hungary — Sweden, 7 each.
6—Great Britain—Yugoslavia, 5 each.
8—Finland, Greece, Romania, 3 each.
11—Holland 2.
12—Bulgaria, Germany, Switzerland, one each.

Round Table Wins

NEW YORK (AP)—The Kerr stable's Round Table won his first race in New York Saturday when he took command about an eighth of a mile from home to capture the $58,250 Manhattan Handicap at Aqueduct. The world's biggest money winner was ridden by Willie Shoemaker.

Bald Eagle took second place, and Coloneast finished third.

Tokyo Giants Tie Osaka Tigers, 2-2

Thirty-six-year-old right-hander Takehiko Bessho of the Yomiuri Giants yesterday again missed a chance of copping his 300th career victory as the Hanshin Tigers staged a ninth-inning rally to overcome a one-run deficit and then went on to tie the league champions at 2-all in 12 innings.

It was Bessho's fourth attempt to become the second pitcher in Japanese pro baseball history to win more than 300 games. The first one to break the 300-game barrier was the late Victor Starfin, whose record of 301 still stands intact.

Bessho took over the mound in the fourth inning with the Giants trailing, 0-1, and his chances of making the grade looked good in the sixth when Catcher Shigeru Fujio put the Giants ahead, 2-1, by clouting a two-run circuit blow over the rightfield fence.

The Giants led all the way until the top of the ninth when the Tigers clawed their way back into contention by putting across the tying run on a sharp single banged out by pinch-hitter Kazuyoshi Nishiyama with a teammate on second off ace Motoji Fujita, who had relieved Bessho in the previous inning to stave off a Tiger rally.

At Nagano Municipal Stadium, the Taiyo Whales and the Kokutetsu Swallows split a double-header. The Swallows took the first game, 4-3, and the Whales won the second, 7-1.

The Hiroshima Carp defeated the Chunichi Dragons, 3-2, in the second game of a double-header at Hiroshima Municipal Ball Park. The first game ended in a 2-2 tie.

In the Pacific League, the league-champion Nankai Hawks split a twin bill with the third-place Nishitetsu Lions, winning the 12-inning first game, 5-4, and losing the nightcap, 0-2. at the Kokura Stadium.

Nankai's mainstay, Tadashi Sugiura, hurled the last six innings without yielding a hit to stretch his scoreless-inning record to 52 and 2/3 innings. Sugiura also chalked up a new Pacific record for most strikeouts in one season by fanning seven Lions to bring up his total to 336.

At Komazawa Stadium, the Toei Flyers defeated the Hankyu Braves, 7-2.

Rikkyo Dumps Keio Nine, 3-1

Favored Rikkyo University beat Keio University, 3-1, yesterday in the rubber game of a best-of-three series of the Tokyo Big Six University Baseball League at Meiji Shrine Stadium.

In another game, Hosei righthander Akitada Niiyama pitched a two-hitter to bring his team a 1-0 victory over Tokyo University.

Keio	000 000 001	1	11 1
Rikkyo	011 010 00x	3	11 1

W—Godai. L—Yoshitomi.

Tokyo	000 000 000	0	2 1
Hosei	000 100 00x	1	4 2

W—Niiyama. L—Okamura.

2nd game

Nankai	000 000 000	0	6 1
Nishitetsu	101 000 00x	2	4 0

W—Nakajima (2-1). L—Takuwa (0-1).

Hankyu	000 010 100	2	6 0
Toei	000 002 14x	7	10 2

W—Dobashi (26-16). L—Kajimoto (11-17). HRs—Ando (T) 4th, Yamamoto (T) 6th.

CENTRAL LEAGUE

Hanshin	100 000 001 000	2	11 0
Yomiuri	000 002 000 000	2	3 0

Batteries—Horiuchi, Bessho, Fujita and Mori, Fujio for Yomiuri; Koyama and Yamamoto, Furukawa for Hanshin. HR—Fujio (Y) 12th.

Kokutetsu	001 100 002x	4	9 1
Taiyo	011 000 100	3	7 3

W—Kaneda (21-19). L-Akiyama (14-20). HR—Negoro (K) 7th.

2nd game

Taiyo	203 010 100	7	11 2
Kokutetsu	000 000 100	1	6 2

W—Shimada (3-3). L—Murata (7-11). HR—Negoro (K) 8th.

Chunichi	000 000 010 001	2	11 1
Hiroshima	000 100 000 001	2	7 1

Batteries—Ina, Kodama and Yoshizawa, Sakai for Chunichi; Hasegawa and Kawahara, Tanaka.

2nd game

Chunichi	000 101 000	2	11 2
Hiroshima	000 002 01x	3	5 0

W—Hasido (4-2). L—Hiroshima (3-3).

W. German Cinder Stars Outpoint Kansai, 164-118

OSAKA—The visiting West German track and field team beat Japan's Kansai all-stars, 164-118, at the Osaka Municipal Stadium yesterday on the final day of a two-day goodwill athletic meet.

The Germans won 12 first places, eight for men and four for women, against three Japanese victories, all for men. Japan copped the high jump, the hop-step-and-jump, and the hammer throw.

Hermann Lingnau of Germany established a new Japan international record in the men's shot put event with a heave of 16.91 meters. Miss Krimhild Hausmann also set a Japan international mark in the women's discuss event with a throw of 49.53 meters.

The German women's 400-meter relay team set the third Japan international mark with a time of 47.9 seconds.

Noboru Okamoto of the Asahi Kasei Co. set a new Japan record by hurling his hammer 60.28 meters.

Yesterday's Results

Men's events:

100 meters: 1. Germer, 10.3 sec; 2. Mahlendorf, 10.7; 3. Kamata, 10.7.

400-meter Hurdles: 1. Janz, 52.0; sec; 2. Ogushi, 54.0; 3. Shinoda, 54.5.

1,500 meters: 1. Stracke, 3:59.1 min; 2. Tanaka, 3:59.6; 3. Watanabe, 3:59.8.

110-meter Hurdles: 1. Steines, 14.8 sec; 2. Fujita, 15.3; 3. Moltke, 15.9.

1,600-meter Relay: 1. Germany, 3:15.7 2. Japan, 3:16.4.

3,000-meters Steeplechase: 1. Muller, 9:03.8; 2. Watschke, 9:16.6; 3. Akusawa, 9:30.6.

Javelin Throw: 1. Salomon, 76.79 m; 2. Miki, 70.31; 3. Kanai, 69.52.

High Jump: 1. Sugioka, 2.01 m; 2. Pull 1.96 3. Inoue, 1.96.

Hop Step and Jump: 1. Sakurai, 15.84 m; 2. Shibata, 15.39; 3. Mahlendorf, 14.43.

Shot Put: 1. Lingnau, 16.91 m (New International Japan Record); 2. Mohring, 14.71; 3. Goto, 14.45.

Hammer Throw: 1. Okamoto, 60.28 m (New Japan Record).

Women's:

100 meters: 1. Hendrix, 11.8 sec; Hantschk, 12.1 3. Yoda, 12.2.

400-meter Relay: 1. Germany, 47.9 sec (New International Japan Record); 2. Japan, 48.8.

Discus Throw: 1. Hausmann, 49.53 m; 2. Werner, 45.08; 3. Kamikawa, 44.15.

Broad Jump: Koop, 5.96 m; 2. Hantschk, 5.77; 3. Fukuda, 5.63.

Nakayama Races

Marubo won the 43rd Nakayama Grand National Race yesterday with a record time of 4:43.8, beating the second-place Roll Merry by a neck. Queen Top was third.

1st race: Hisa-O w-270, p-150; Takahomare p-210, Himefubuki p-130 c-970 (3-6); 2nd race: Taihei w-350, p-140; Isochidori p-150; Tajimachikara p-110, c-1,280 (5-6); 3rd race: Chiehiro w-200, p-120; Tamanoboru p-130, c-460 (1-2); Daily Triple: ¥2,700 (5-9-1). 4th race: Yashima First w-370, p-230; Fukuichi p-220, Cymaqueen p-1,350, c-1,360 (5-6); 5th race: Rockdaughter w-160, p-100; Smiley p-100, Tosabodhi p-110, c-330 (1-2); 6th race: Imperial w-170, p-110; Miss Byrack p-170, Hidachikara p-140, c-620 (1-5); 7th race: Otemon w-370, p-130; Ayanoboru p-100, c-720 (2-1); 8th race: NAKAYAMA GRAND NATIONAL: Harubo w-450,, p-170; Roll Mery p-210, Queen Top p-150, c-3,460 (2-6); 9th race: Hiter Light w-920, p-130; Ginkazu p-100, c-1,900 (2-4); 10th race: Miss K w-330, p-180; Honshument p-300, c-2,820 (2-3); 11th race: Hatanoboru w-340, p-140; Miss Higashio p-220, Donan p-240, c-1,500 (2-4); 12th race: Asahihiryu w-490, p-210; Miss Shinai p-350, Clarion p-150, c-1,190 (3-6)

British Soccer Results

LONDON (AP)—Results in British soccer league matches Saturday (home teams first):

English League
Division 1

Birmingham City 0 Sheffield Wednesday 0 (tie)
Burnely 1 Blackpool 4
Chelsea 0 Bolton Wanderers 2
Leeds United 3 Everton 3 (tie)
Leicester City 2 Blackburn Rovers 3
Manchester United 4 Arsenal 2
Newcastle United 2 Nottingham Forest 1
Preston North End 1 Manchester City 5
Tottenham Hotspur 5 Wolverhampton Wanderers 1
West Bromwich Albion 2 Fulham 4
West Ham United 3 Luton Town 1
Division 2
Bristol City 2 Bristol Rovers 1
Cardiff City 5 Leyton Orient 1
Charlton Athletic 2 Swansea Town 2 (tie)
Derby County 1 Portsmouth 0
Hull City 0 Lincoln City 5
Liverpool 2 Brighton Hove Albion 2 (tie)
Middlesbrough 1 Sunderland 1 (tie)
Plymouth Argyle 2 Stoke City 3
Rotherham United 1 Huddersfield Town 1 (tie)
Scunthorpe United 2 Ipswich Town 2
Sheffield United 1 Aston Vila 1 (tie).

Standings

English League
Division 1

	W	D	L	Pts.
Tottenham Hotspur	6	6	0	18
Wolverhampton	7	2	3	16
West Ham United	6	3	3	15
Burnley	7	1	4	15
Blackburn Rovers	6	2	4	14
Manchester City	7	0	5	14
Arsenal	5	4	3	14
Division 2				
Aston Villa	8	4	1	20
Cardiff City	8	2	2	18
Middlesbrough	6	4	2	16
Huddersfield Town	6	3	3	15
Charlton Athletic	5	5	2	15
Rotherham United	5	5	2	15

Football Scores

NEW YORK (UPI)—Saturday's U.S. college football scores:

EAST

Howard (D.C.) 14 Delaware St. 6
King's Point 28 Rensselaer Poly 20
Holy Cross 8 Dayton 0
Penn St. 17 Army 11
Southern Connecticut 27 Norwich 14
Lehigh 15 Gettysburg 14
Wagner 22 Hamilton 7
Rutgers 15 Colgate 12
Tufts 14 Trinity (Conn.) 8
Cortland Tchrs. 6 Bloomsburg Tchrs. 6
Millersville Tchrs 21 Cheyney St. 6
Yale 14 Columbia 0
Worcester Tech 14 Bates 6
Muhlenberg 14 Temple 13
Cornell 20 Harvard 16
Amherst 28 Bowdoin 12
Springfield 49 Colby 14
Susquehanna 61 Swarthmore 13
Dartmouth 0 Brown 0
Upsala 8 Lebanon Valley 0
Pittsburgh 12 Duke 0
Boston College 39 Villanova 6
Delaware 26 Lafayette 8
Penn. Military 21 Wilkes 6
Rhode Island 20 Brandeis 0
Franklin and Marshall 28 Washington and Lee 14
Bucknell 26 Buffalo 21
Dickinson 43 Haverford 0
Scranton 28 Drexel Tech 0
Pennsylvania 18 Princeton 0
Vermont 13 Hobart 6
American International 24 Northeastern 18
Connecticut 26 Massachusetts 0
Coast Guard Academy 17 Wesleyan 15
Westminster (Pa.) 24 Grove City 14
Rochester 62 Union (N.Y.) 8
St. Lawrence 31 Alfred 8
C. W. Post 12 Newport Naval Air Station 8
Clarion St. 34 Brockport St. 0
New Hampshire 7 Maine 7
Trenton Tchrs. 48 Kutztown Tchrs. 14
Sheperd St. 14 Potomac St. 0
Davis and Elkins 0 Glenville St. 0
Hofstra 47 Bridgeport 0
Albright 19 Lycoming 0
Ithaca 29 Kings (Pa.) 6

SOUTH

Georgia Tech 14 Tennessee 7
Clemson 23 North Carolina St. 0
Wake Forest 10 Maryland 7
Western Maryland Coll. 12 Randolph-Macon 12
North Carolina College 28 St. Augustine's 0
St. Paul's Poly 12 Fayetteville Tchrs. 0
Alabama 13 Chattanooga 0
Virginia Military 19 Virginia 12
Georgia 35 Hardin-Simons 6
Florida St. 7 Virginia Tech 6
Johns Hopkins 50 Ursinus 6
Furman 8 William and Mary 7
North Carolina 19 South Carolina 6
Syracuse 32 Navy 6
Virginia St. 32 Show 0
Livingstone 54 Paine 0
Auburn 33 Kentucky 0
East Carolina 31 Elon 8
Fort Valley St. 24 Savannah St. 0
Western Reserve 12 Bethany (W. Va.) 8
Florida A and M 64 Wiley 0
Bethune-Cookman 8 Morris Brown 6
Virginia St. 16 South Carolina Trades 0
Hampden-Sydney 35 Sewanee 0
Emory & Henry 13 Guilford 7
Miles 12 Clafin 0
Alabama A and M 9 Fisk 6
Western Maryland 12 Randolph-Macon 12
Southern U. 35 Xavier (Ala.) 12
Louisville 28 Murray St. 0
Bridgewater 33 Gallaudet 20
Newport News 0 Frederick 0
Lenoir Rhyne 29 Appalachian 0
West Carolina 30 Catawba 0
Richmond 21 Davidson 7
Tennessee Tech 19 East Tennessee 7
Maryland St. 20 Morgan St. 7
Mississippi Southern 26 Southeastern (La.) 6
McNeese St. 27 Tampa 14
J.C. Smith 6 Elizabeth City 0
Tennessee A & I 26 Grambling 21
Mississippi 33 Vanderbilt 0
Louisiana State 27 Miami (Fla.) 3
Mississippi Vocational 28 Mississippi Industrial 18
Newberry 29 Carson-Newman 0
Memphis St. 13 Abilene Christian 7

MIDWEST

Kansas 10 Nebraska 3
Butler 41 Indiana (Ind.) St. 6
Lawrence 24 Beloit 12
North Central 70 Elmhurst 6
St. Ambrose 21 St. Norbert 14
Indiana 33 Marquette 13
Bradley 16 Washington (Mo.) U. 0
Concordia (Ill.) 13 St. Procopius 2
Hope 19 Wabash 13
Central Michigan 22 Illinois Normal 0
Lake Forest 18 Carroll 7
Northwestern 6 Minnesota 0
Illinois 9 Ohio State 0
Michigan 18 Oregon St. 7
Case Tech 25 Washington & Jefferson 14
Kent St. 14 Miami (Ohio) 6
Iowa 37 Michigan St. 8
Northern Michigan 39 Eastern Michigan 6
Albion 2 Adrian 14
Wheaton 19 Millikin 0
Alma 21 Kalamazoo 6
Illinois Wesleyan 6 Augustana (Ill.) 2
Colorado 20 Kansas St. 17
South Dakota St. 6 North Dakota 0
Ohio Wesleyan 35 Mount Union 0
Wayne St. U. 20 Allegheny 7
Wooster 22 Denison 15
Capital 30 Kenyon 0
Western Illinois 33 Southern Illinois 6
Ohio U. 25 Xavier (Ohio) 7
Akron 20 Heidelberg 14
Bowling Green 34 Western Michigan 0
Central (Ohio) St. 23 West Virginia St. 12
Evansville 10 Ball St. 0
Grinnell 26 Carleton 7
Lincoln (Mo.) 6 Kentucky St. 6
Dubuque 16 Parsons 13
Parsons Kansas J.C. 32 Fort Scott Kansas J.C. 0
Iowa St. 41 South Dakota 6
Winston Salem Tchrs. 42 Bluefield St. 9
Morehouse 7 Hampton Institute 7
Mississippi St. 49 Arkansas St. 14
Dillard 34 Tougaloo 0
Dickinson Tchrs 25 Minot Tchrs 0
Cornell (Iowa) College 35 Ripon 8
Depauw 17 Valparaiso 13
Northern Illinois 38 Eastern Illinois 6
Baker U. 27 Friends 9
Benedict 12 Knoxville 6
Otterbein 48 Oberlin 6
Northeast Missouri 33 Southwest Missouri 20
Bethany 27 Bethel 0
Concordia 22 Duluth Branch (Minn.) 0
Idaho St. 33 Omaha 0
North Texas St. 21 Cincinnati 6
Marshall 20 Toledo 13

SOUTHWEST

Oklahoma St. 26 Tulsa 0
Paul Quinn 7 Jarvis 2
Texas 19 Oklahoma 12
Prairie View A and M 67 Allen 12
Langston 32 Texas College 0
Arizona St. College 26 Chico St. 12
New Mexico Military 40 Trinidad J.C. 6
Lamar Tech 7 Stephen F. Austin 6
Texas Christian 14 Texas Tech 8
New Mexico St. 20 Trinity (Tex.) 18
Rice 13 Florida 13
Arkansas 23 Baylor 7
Texas A and M 28 Houston 6

WEST

Wyoming 29 Colorado St. 0
Denver 27 Montana 12
Air Force Academy 21 Idaho 0
Colorado College 22 Colorado Mines 6
Adams St. 48 Westminster (Utah) 6
College of Idaho 14 Linfield 14
New Mexico 28 Utah St. 6
Montana St. 24 North Dakota St. 12.
Pomona College 20 Claremont Mudd 14
Notre Dame 28 California 6
San Diego U. at Colorado Western, canceled.
Pomona Poly 40 Laverne 0
San Mateo J.C. 6 Modesto J.C. 6
Glenville St. 17 Davis and Elkins 0

PACIFIC LEAGUE

Nankai	200 000 003	5	11 2
Nishitetsu	001 000 102	4	8 3

W—Haraikawa (18-8). L—Yonekawa (1-5). HR—Anabuki (Na) 15th.

Today's Sports

Pro Baseball—Pacific League: Nishitetsu vs. Kintetsu, double-header, noon, Heiwadai; Central League, Hiroshima vs. Chunichi, double-header, 12:30 p.m., Hiroshima. Baseball—Toto University League: Senshu Univ. vs. Kokugakuin Univ.; Shibaura College of Technology vs. Gakushuin Univ., 11:30 a.m., Komazawa. Golf—4-day Kanto pro golf championship tournament first day, at Abiko Course in Chiba, 8 a.m. Pro Boxing—Furukawa vs. Morita, 7 p.m., Korakuen Gymnasium.. Horse Racing—Oi Races, 3rd day, noon, Oi.

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Fresh Trade Plan Made With Greece

New Japan-Greece trade arrangements embracing an annual trade plan of $3,650,000 one way will be signed in Athens on Oct. 16 or 20.

The new arrangements cover a one-year period from April 1959 to March 1960.

Under the plan, trade between the two countries will be conducted under the open account system as before.

The goal of the preceding year's trade plan was set at $2,500,000.

The increase in the trade plan for the 1959-60 period was due to Japan's agreement to buy increased amounts of leaf tobacco, raw cotton and raisins at the request of the Greek side.

In the course of trade talks which got under way in the Greek capital in February this year, the Greek side demanded that Japan buy more Greek products to correct a trade imbalance.

The Japanese delegation tried in vain to switch to the cash payments system from the present open account system.

During 1958 calendar year, Japan's exports to Greece totaled $14,400,000 while the imports totaled $3,800,000.

Major export items were ships, canned fish, cotton textiles, ceramics and medicine.

Airmail Schedules

(Subject to change without notice)

Monday

Departures

	Mail Closing Time Ordinary	Registered
PAA 2130 Hawaii, Los Angeles.	1810	1615
NWA 1900 U.S.A., Seattle.	1430	1300
PAA 2230 Lebanon, East Pakistan, Jordan, London.	1850	1735
JAL 2230 San Francisco, U.S.A., Mexico.	1630	1615
JAL 2350 Hongkong-Bangkok, China, North Korea, Malaya, Singapore.	1950	1835
CAT 0830 Tues. Taiwan.	2310	2310
SWISSAIR 2325 Albania, Bulgaria, Czechoslovakia, Poland, Hungary, Romania, East Germany, Yugoslavia, Saudi Arabia, Egypt, Switzerland.	1850	1615
PAA 1100 Honolulu, San Francisco.	0540	2205 Sun.
JAL 1430 Ryukyu.	1000	1000
KLM 1500 Australia, New Zealand and other Oceania Is.	1000	1000
KLM 2300 Philippines, Italy, Malta, Tunisia, Kenya, Uganda, Tanganyika, Madagascar, B. Congo, Angola, Zanzibar.	1850	1615
AII 2345 India, Nepal, British East Africa, Zanzibar, Madagascar, Mozambique, East Pakistan, Aden, Bombay.	1850	1755
CPA 0900 Taipei-Hongkong.	—	—
SAS 1230 Denmark, Iceland, Finland, Sweden, Norway, Albania, Bulgaria, Cze, East Germany, Hungary, Poland, Rumania, Soviet Russia, Spain, Spanish West Africa, Portugal, Argentina, Brazil, Paraguay.	0540	2340 Sun
NWA 1415 Okinawa-Manila	1040	1040

Arrivals

0720 **PAA** San Francisco-Honolulu.
0803 **JAL** Los Angeles-Honolulu.
1230 **NWA** Seattle-Shemya.
1340 **KLM** Amsterdam-Anchorage.
1625 **NWA** Seoul.
1641 **NWA** Taipei-Okinawa.
1710 **PAA** London-Brussels-Frankfurt, Istanbul-Beirut-Karachi-Calcutta-Bangkok-Hongkong
2015 **CAT** Taipei-Okinawa
1755 **AII** London-Dusseldorf-Geneva-Beirut-Bombay-Calcutta-Bangkok-Hongkong.
1730 **CAT** Taipei-Okinawa.
1915 **SAS** Copenhagen-Dusseldorf-Zurich-Rome-Cairo-Karachi-Calcutta-Bangkok-Manila.
2245 **Air France** Paris-Frankfurt-Athens-Teheran-Delhi-Bangkok-Saigon-Hongkong.
1210 **JAL** Seattle
1555 **CPAL** Hongkong

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Japan Air Lines gave a reception to honor 36 committee members of the International Air Transport Association at the Tsurnya Restaurant, Kyoto, Saturday night. The group arrived in Kyoto Friday afternoon for sight-seeing. They came to Japan to attend the 15th IATA general meeting to open in Tokyo Monday. Among the distinguished guests were J. C. Leslie, vice president of Pan American Airways, and Sir Gerard d'Erlanger, chairman of BOAC. Left to right are Gizo Takayama, mayor of Kyoto; Sir William Hildred, general director of IATA, and Seijiro Yanagita, president of JAL.

Japan Realizes Difficulty Of Selling More Textiles

By SHELDON WESSON

The Japanese textile industry's delegation made a lot of cooperative, and even humble, sounds in Vienna recently, during the meeting of the International Federation of Cotton and Allied Textile Industries (IFCATI).

The textile industries of Japan, Western Europe and the United States "formed a remarkably united front on major decisions reached during the closing session," reported J. W. Cohn in Daily News Record.

Cohn went so far as to list, as one of the major developments of the IFCATI conference, the "metamorphosis of Japan from being an aggressive exporting nation to a position of favoring the status quo in foreign trade relations."

American Impression

Following the formal meetings, the Japanese delegates held a private session with American delegates, to exchange views on their own problems. The American delegates came away with the feeling that their Japanese competitors don't want any more of the American market.

Or look at the other side of the coin. The Japanese said they were now getting all the American market that they could hope for—except that if U.S. consumption of cottons increases, they would like a proportionate share of the increase, in the form of a higher "voluntary" export quota.

That second side of the coin is probably the more realistic. It's not that Japan doesn't want more sales in the U.S.; it's more realistic to say that it would be very difficult to sell a great deal more even if there were no export quota.

Effect of Quota

In the year before the quota started, exports to the U.S. of cotton piece goods rose to a record high of almost 150 million yards. Since then, they have run well below 100 million. This year they will reach 100 million, or run a little over to fill the quota.

Meanwhile, Hongkong, Taiwan, Pakistan and India have, among them, developed sales to the U.S. equal, in aggregate, to Japan's. The Japanese feel that, in a sense, their export quota has merely given this market, which they could have had, to other countries.

The Japanese are distressed that, as a result of this business from other countries, developing after Japan's selling efforts in the U.S., the American industry is now on a new approach to import restrictions, this time via Article 22 of the Agricultural Adjustment Act. In the long run, they feel, the "voluntary" export quota has gained them nothing except, perhaps, something intangible known as "goodwill"—which doesn't show up much on the balance-of-payments record.

Threat in 1960

On his return to Japan, Kichihei Hara, president of the Japan Cotton Spinners Association, said that the new American restriction move would be a serious threat in 1960, an election year. The pressure of foreign cotton goods on the U.S. market, he said, was "unexpectedly strong." So the U.S. delegates at Vienna made that point stick.

What all of this ignores, of course, is that the bigger market demand in the U.S. now is not for piece goods but for apparel and other made-up cotton goods. And there, Japanese exporters feel, their own "voluntary" quota has helped other countries, notably Hongkong, even more than in the case of piece goods.

It appears that both the Americans and the Japanese came away from Vienna with a much clearer picture of each other's problems. It appears, too, that the problems still exist.

* * *

The writer is Japan correspondent for Daily News Record (one of the Fairchild Publications, New York), leading American trade newspaper in the textile field.

Copper Survey In W. Australia

PERTH, Western Australia (Kyodo-Reuter) — Japan had nothing to equal the Ravensthorpe copper field in Western Australia, T. Ishii, spokesman for three Japanese mining engineers who have just spent 16 days as guests of Ravensthorpe copper mines said Saturday.

The three engineers are Mine Manager S. Sumiyoshi, of the Dowa Mining Co., Mill Superintendent M. Gondo, of the Mitsui Mining Co., and Geologist S. Tsuzaki, of the Nippon Mining Co.

Ishii said the engineers had made a thorough examination of the Ravensthorpe field and mine and would report on their findings to the Japanese copper smelters pool on their return to Japan in two weeks' time.

Ishii said the pool represented six Japanese smelters.

Soviet Whaling Fleet Leaves for Antarctic

MOSCOW (UPI)—A Russian whaling fleet consisting of the flagship Slava and 12 new high-speed diesel-electric whalers left Odessa Saturday for the Antarctic, Tass reported.

Another Russian whaling flotilla would leave for the Antarctic in a few days, the agency said. It would consist of a whaling factory ship and 20 whalers.

TICKER TALK

By a STAFF WRITER

Despite professional caution, the local stock exchanges continued to absorb heavy selling in pushing the averages to new highs during the week just ended.

Turnovers during the week averaged over 100 million shares per day with several items changing hands by more than 10 million shares. On many days, half of the trading was concentrated on a dozen popular items, reflecting the one-sided pattern of the current stock market.

Large brokerage houses continued to maintain a bullish stand on the future course of the market but were buying one day and selling the next day with the mutual fund generally on the selling end.

Selloff Scare

The heavy selloff on the opening day of the week threw jitters upon margin traders and resulted in a sharp drop. However, lower prices proved to be highly attractive, reflecting the strong underlying tone of the market.

The major motors and oils raced to new highs and set the stage for circular buying among the blue chips. However, the key electricals which are 15 to 20 yen higher than their September highs marked time.

The three chemical leaders, Sumitomo, Showa Denko and Nippon Nitrogen, edged upward under heavy trading and market interest in the two trading firms, Mitsui and Mitsubishi, touched a new high as speculators raised their targets to 350 and 300 yen, respectively.

A change of tone in market activity was noted in midweek when buying intensified in Nippon Steel, erstwhile star of the speculative ranks. Under heavy Nomura support which was later abetted by other brokers, this stock continued its rise from the previous week to renew its year's high.

Other semispeculatives such as Nippon Soda and Teikoku Oil also advanced but Canon fluctuated within a five-yen range as professionals turned their attention to the aforementioned items.

Stocks specializing in construction equipment and cement and other rehabilitation items responded to the ¥20,000 million special Ise Bay Typhoon appropriation. Komatsu, Asahi Glass, Iwaki Cement and Nippon Cement were particularly in demand.

Late in the week, Nippon Heavy Industries and Ishikawajima, which are shifting their emphasis to construction and other overland machineries rose sharply as major dealers rushed to buy.

Pulp Prospects

Pulps and papers reacted from a long declining spell but market experts see troubled times for pulp manufacturers with the commencement of production by Alaska Pulp.

Coppers rallied at the weekend with Nippon Mining returning to the 120 line in anticipation of a price hike. Further gains by copper shares, however, are not expected to be in excess of 10 yen.

Observers point out that the recent sallies into depressed areas are signs that the stock market is running out of fuel for the moment. The first test of the new highs may come sooner than expected as September accounting stocks will return to the market from this week.

Japan Loses ROK Fertilizer Bids

Japan's complete defeat in recent international fertilizer biddings held by South Korea for ammonium sulphate has given rise to a suggestion that Japan will have to switch over the mainstay of its fertilizer export to urea.

Japan's failure in the ROK tenders was reported close on the heels of a similar setback suffered by Japan in Indian fertilizer biddings.

According to reports reaching various Japanese ammonium sulphate producers, Japanese fertilizer exporters suffered a complete setback in respect to ammonium sulphate in the international tenders held in Seoul Friday.

The Japanese, however, came out the second and third lowest bidders respectively concerning ammonium nitrate and urea in the same biddings, said the reports. The amounts of ammonium sulphate, ammonium nitrate and urea involved in the tenders respectively totaled 90,000, 2,000, and 50,000 tons.

The international tenders, originally scheduled during last August, were held belatedly by the South Korean Government for import of $4,410,000 worth of fertilizers through the financial aid of the U.S. International Cooperation Administration.

The tenders were delayed because the ROK authorities trying to boycott Japanese products had to be persuaded by the ICA authorities not to shut out Japan from the tenders.

American bidders won top place in the urea tender, but they bid for only a total of 1,500 tons. Japanese fertilizer makers are therefore sure they can eventually win ROK orders for the rest of the urea and all ammonium nitrate wanted.

PAA Jet Plane Breaks Record to Honolulu

Another Pan American World Airways jet airliner has broken the speed record between Tokyo and Honolulu. The previous record of 6 hours, 38 minutes, was established by another PAA jet only last Monday.

This time, the airline's Boeing 707 clipper, "Golden Eagle," left Tokyo at 11:21 a.m. Saturday, picked up a 160-knot tail wind at 37,000 feet, and covered the distance to Hawaii in 6 hours, 33 minutes.

Having crossed the International Date Line, Capt. Ralph Savory, the pilot, was able to deliver his passengers at Honolulu at 10:54 a.m. Friday—almost 24 hours before they left Tokyo.

A-Ship Group To Visit U.S. Installations

NEW YORK (Kyodo-Reuter)—A Japanese mission will visit the United States from Oct. 22 to Nov. 21 to discuss with American industry and government officials "nuclear ship propulsion and its application in Japan."

The tentative itinerary of the mission was made public by the Atomic Industrial Forum, an association of the nuclear industry.

The 23-man group will tour U.S. industrial installations before and after attending the forum's three-day meeting in Washington starting on Nov. 2.

The mission will be headed by Toshiki Sakurai, president of Mitsubishi Nippon Heavy Industries Limited, and chairman of the Shipbuilders Association of Japan. Sakurai will participate in the forum conference as a panel member in a session covering "atomic progress abroad" on Nov. 3.

During its month-long trip, the mission will visit installations of the General Electric Co. in San Jose and Vallecitos, California; General Dynamics at San Diego; Atomics International at Canoga Park, California; and General Motors and the Detroit Edison Co. in Detroit.

They will also have meetings in Washington with officials of the Maritime Administration, the U.S. Atomic Energy Commission and the Coast Guard. Additional visits will be made to the New York Shipbuilding Co. at Camden, New Jersey, where the nuclear merchant ship Savannah is being completed; the Babcock and Wilcox Co. at Lynchburg, Virginia and to the Shipping Port nuclear power station near Pittsburgh.

Rich Gold Strike

FRESNO, Calif. (AP)—An assay firm Saturday confirmed reports of a rich gold strike—$3,600 per ton of ore—in the California mother lode country. The rich gold ore was found by Dr. Eugene Woods, 44, a dentist, who prospects for fun.

Travelers

Yoshiro Fuse, planning section deputy chief and Minoru Kimura, central office deputy chief, both of Japan Air Lines, left Tokyo yesterday aboard an AF plane on a 50-day survey and inspection tour of aviation facilities in European countries.

* * *

Shisei Komamura, adviser to JETRO (Japan Export Trade Promotion Agency), returned to Tokyo aboard an NWA yesterday from a three-month visit to the agency's office in New York.

Japan to Discuss Trade With Benelux Countries

Japan will open trade talks with the Benelux group—Belgium, the Netherlands and Luxemburg—at The Hague Wednesday, but Foreign Office circles are not very optimistic about the outcome of the parley.

The Foreign Office will appoint Ambassador to the Netherlands Akira Miyazaki as the chief Japanese delegate to the talks which will be held according to a recent proposal by the Benelux nations to Japan.

Circles close to the Foreign Office said they believed the proposal had been motivated by a desire of the three nations to keep in step with the three other nations with which they were forming the European Common Market — West Germany, France and Italy, in trade with Japan.

These circles, therefore, hardly expected the Benelux countries to stop their present application of the Article 35 escape clause of the General Agreement on Tariffs and Trade to Japan as results of the parley.

Allowing for the possibility of some degree of relaxation of their present limitations on the import of Japanese goods, these quarters were positive that the Benelux countries would continue to keep low-priced competitive Japanese goods such as textiles and sundries under their import control. The best that could be expected by Japan would be the conclusion of a provisional agreement similar to those recently signed with France and Italy, they added.

Japan Diet Group Meets With Garcia

MANILA (UPI)—President Carlos P. Garcia said Sunday any trade and commerce agreement which the Philippines may conclude with Japan in the future will be geared to help boost a balanced agricultural industrial economy in this country.

The President made known his policy during a meeting with the special committee of the Japanese Diet on economic development of Southeast Asia that has just arrived here from Indonesia.

Garcia and the Japanese delegation at the hour-long conference exchanged views on the economic development of the Philippines and Japan.

The Japanese parliamentarians informed Garcia that there has been an increase in the volume of trade between the two countries.

They also expressed the hope that the progress of the Philippine-Japan trade continue for their mutual benefit.

Japanese Ambassador to the Philippines Morio Yukawa accompanied the eight-member mission in paying a courtesy call on Garcia at his private residence in nearby Quezon City.

The Japanese group, which made a survey of the political and economic conditions in Indonesia, will hold a series of conferences with Filipino officials and then return to Japan.

The group is headed by Hisato Ichimada, former Finance Minister.

Norwegian Reactor

HALDEN, Norway (UPI)—Norwegian King Olav V pushed a button Saturday to officially open the operation of the world's first boiling water atomic reactor plant here. The Halden reactor, built at a cost of $1,700,000, has been in operation for some time but it was shut down for Saturday's ceremony.

Iran to Restrict Japanese Imports

TEHRAN (AP)—Dr. Abdul Hussein Etebar, Iranian Trade Minister, announced Saturday an Iranian Government decision to restrict imports of Japanese manufactured goods.

He told a news conference this was in view of Japan's refusal to sign a barter agreement with Iran and because of the lack of balance in Iran-Japan imports and exports.

He said Iran imported $55,000,000 worth of Japanese goods in 1958 while Iran's exports to Japan for the same period did not exceed $2,800,000.

He listed these six items which are excepted from the import restrictions and can be freely imported up to value of $30,000,000: cotton textiles, woolen materials, rayons, chinaware, iron material for building construction and factory spare parts which were originally manufactured in Japan.

Japan can export to Iran other items against the purchase of Iranian goods such as minerals and carpets, he said.

Ghana Mission Due

HONGKONG (Kyodo-Reuter)—P. K. Quaidoo, Ghana's Minister of Commerce and Industry, said on arrival here Saturday from Peiping that Communist Chinese officials had expressed willingness to trade with Ghana and negotiations would be opened on the subject later. Quaidoo, who is leading a goodwill mission to the Far East, will leave for Tokyo after a four-day stay here.

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Kobe	Oct. 16-17	Y'hama	Oct. 20-22
Nagoya	Oct. 18-18	Muroran	Oct. 24-24

M.S. "ANNA BAKKE"

Fremantle	Oct. 8-20	Nagoya	Nov. 14-14
Singapore	Oct. 26-31	Shimizu	Nov. 15-15
Hongkong	Nov. 4- 6	Y'hama	Nov. 15-16
Yawata/Moji	Nov. 10-11	Muroran	Nov. 18-18
Kobe	Nov. 12-13		

M.S. "ELISABETH BAKKE"

Fremantle	Nov. 14-27	Nagoya	Dec. 23-23
Singapore	Dec. 3- 8	Shimizu	Dec. 24-24
Hongkong	Dec. 12-13	Y'hama	Dec. 24-25
Yawata/Moji	Dec. 19-20	Muroran	Dec. 27-27
Kobe	Dec. 21-22		

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Sails	Nov. 2	Nov. 3	Nov. 4	Nov. 6

S/S BROOKLYN HEIGHTS

	Kobe	Nagoya	Shimizu	Y'hama
Arrives	Nov. 16	Nov. 19	Nov. 20	Nov. 20
Sails	Nov. 18	Nov. 19	Nov. 20	Nov. 22

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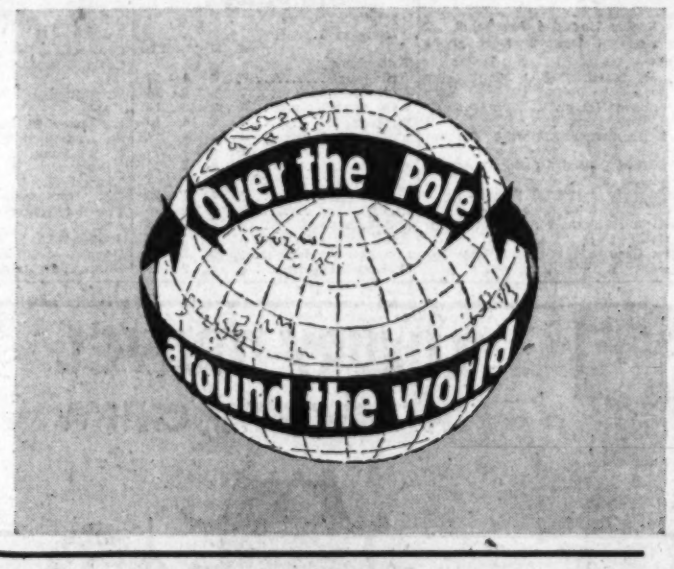

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Shipping Notes and News

The Japan Management Association (Doyukai), one of the nation's leading management organizations, last week announced a shipping business reconstruction plan.

This plan features: (1) Creation of an examination committee to advise the Japan Development Bank in matters of shipping business reconstruction; (2) Lowering the Japan Development Bank's interest rate of 6.5 per cent per annum to 5 per cent and supply of interest differentials for shipbuilding loans by city banks.

The new plan replaces the Japan Ship Co. plan announced last year by Doyukai, which was under heavy fire from various quarters, including the shipping industry. Doyukai estimates that the new plan requires an estimated ¥6,000 million in Government aid as compared with about ¥10,000 million needed in the Japan Ship Co. plan. Doyukai submitted the new plan to the Transportation, Finance and International Trade and Industry ministries, the Shipping and Shipbuilding Rationalization Council and the ruling Liberal-Democratic Party for reference in shaping a shipping business rehabilitation policy.

African Trade

The Far East-British East Africa, Portuguese East Africa and African Islands Freight Conference last week announced the adoption of a dual-rate-exclusive-patronage contract system from Oct. 10 and a deferred rebate system from Nov. 10. This is the first time since the revision earlier this year of the Japanese Maritime Transportation Law that any freight conference regulating trade to or from Japan has adopted the deferred rebate system. The amendment of the law has eased curbs on the conclusion of tying arrangements by the international shipping cartels.

Optimistic View

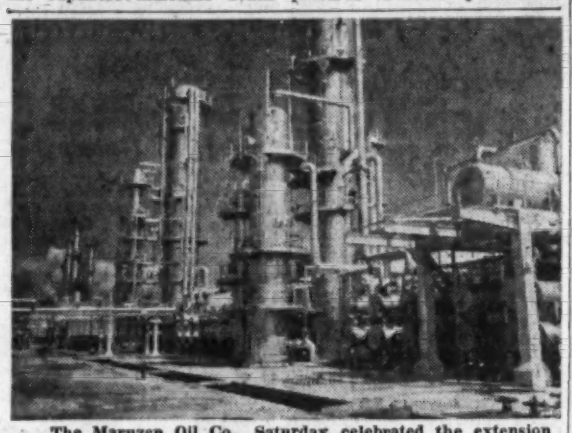
Hisashi Sato, president of the Mitsubishi Shipbuilding and Engineering Co., said last week he thought that the shipping market had already hit the bottom. And he predicted that the market would turn upward since about 1961. Sato said that his company had received inquiries from the Soviet Government for new large dry cargo ships. The Russian demand for deferred-payment terms, he said, had prevented the shipbuilding contracts from being closed. If only this problem was settled, Mitsubishi could win the Russian order for more than 10 large cargo ships, Sato said.

Latin American Mission

The Shipbuilders Association of Japan's board of directors last week named Eiji Oikawa, general business manager of the Yokohama Shipyard, Mitsubishi Nippon Heavy Industries, Ltd., to be a member of the proposed Japanese mission to survey the economy of Latin American nations.

U.S. Car Imports

WASHINGTON (UPI) — United States imports of new passenger automobiles—chiefly European small cars—in the January-August 1959 period set a record exceeding that in any previous 12-month period.



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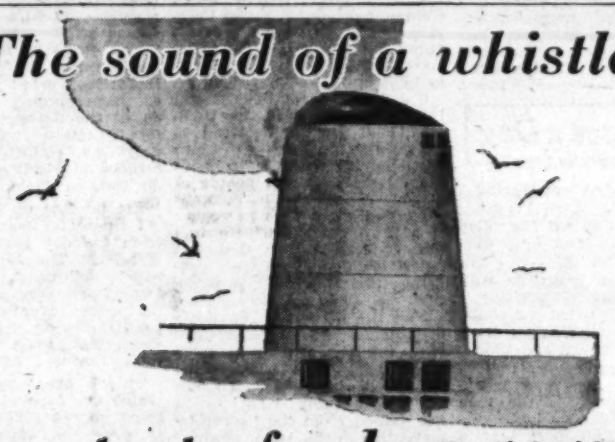

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Space for Parking

With the novelty of parking meters completely worn off and work progressing on two big underground parking lots in downtown Tokyo, there are signs that the idea is catching on.

Latest in a series of inspired proposals is one to build a three-story parking lot under Shinobazu Pond in Ueno Park.

Another suggestion that has been put forth would make use of the upper half of a ravine where trains pass near the complex of sports facilities in Meiji Park. This would be a parking platform over the trains.

Such fantastic-seeming schemes serve to illustrate how precious little space there is in the crowded quarters of the city. We salute the imagination shown, though, and welcome the apparent awakening to one of the city's desperate needs—to find places to put the ever-increasing number of autos.

In the same way that there was no early postwar planning to widen streets for the future volume of traffic, neither was there any thought given to the problem of parking. There is even less excuse for this failing. For unlike road projects, parking lots may be located wherever there is available space.

We have waited too long now, however, and the problem of finding parking space is taxing human ingenuity.

The big underground projects downtown are municipal. Their construction will be largely financed by the revenue from the parking meters. In time, more lots may be built in the same way.

It is perfectly clear, though, that these municipal efforts will be too slow to meet the growing needs. Increased traffic is making it necessary to prohibit street parking, thus aggravating the situation. Private sources, interested in keeping people with cars coming to their areas, will have to fill the gap.

An example of this was provided when the parking restrictions were enforced with the installation of a limited number of meters in the Ginza district. A group of merchants became alarmed to note that the number of parked cars at a given time fell from 2,000 to 700. Car owners are customers. So they belatedly conceived a joint plan to construct an underground lot.

Backers of the Ueno project are also merchants, who have seen the handwriting on the wall before meters are introduced in their district.

Others should take heed also. This sprawling metropolis, which is a coagulation of dozens of crowded villages, contains any number of shopping centers that were never intended to cater to people in automobiles.

But today things have changed, and with prospects of cheaper so-called "people's" cars the future looks most uncomfortable. As tiny as they may be, will there be any place to put them?

Dancing Ambassadors

Japanese audiences this autumn already have been treated to two exciting forms of dance entertainment. First there was the Yugoslav National Ensemble, which arrived in early September and was gone all too soon; and now the Soviet Union's Moiseyev State Ballet is with us till the first of November.

In between, we noted some members of the Bayanihan Philippine Dance Company stopped over in Tokyo briefly en route to New York. They expressed a strong desire to come back and perform here, and we certainly hope they will.

As different as these groups are, along with the dozens of others that are touring around the globe, they have a common basic attribute. Their offerings come under the heading of folk dances, a brand of entertainment that is enjoying something like an international boom.

To be sure, some of the presentations are polished up versions. Still, their native origins are apparent, and the net effect on the viewer is like nothing else calculated to transmit an understanding of the people they represent.

It is noteworthy, too, that a certain universality is inherent, making the folk dance of any nation immediately appealing to the people of another—and perhaps proving a point about the brotherhood of mankind.

Politically, then, the current folk dance movement is of no mean significance. It has become so that hardly any country with any national consciousness is without a group of dancing ambassadors.

This naturally makes us stop and consider Japan's default in this field. Several groups portraying our living arts have been sent abroad, but not yet the authentic dances of the people. There is not even such a troupe that we know of. Here is a worthy project.

Meanwhile, we look forward to more and more folk dance groups visiting us from other lands. The more the merrier. And what is as merry as this?

Weekly News Review

Union Faces Crisis Amid Reports of Mass Dismissal of Colliers

By KAZUO KURODA

Delegates from major coal mines throughout Japan converged last week upon a three-day labor rally in Tokyo to oppose mass dismissal in view of the coal surplus. During the course of the same week, however, leading coal mining companies announced, one after another, their plans to discharge workers.

The Japan Coal Mine Workers Union (Tanro) opened its three-day convention in Tokyo last Monday. Tanro had been anticipating mass dismissal plans since this spring but the issue is now taking a crucial turn.

Though the prospects of an abundant supply of atomic energy seem still remote as yet, coal has definitely lost its importance as a source of energy supply. In this country, petroleum and natural gas, such as methane and propane, are threatening the position of the coal mining industry.

The Government is now curbing petroleum imports to protect the coal industry. In the foreign exchange allocation budget for the October-March period, for instance, it was announced on Sept. 29, the heavy oil quota was set at 950,000 kiloliters or 478,000 kiloliters less than the estimated import requirement of 1,430,000 kiloliters.

Passing the Buck

It is clear, however, that this kind of artificial protection cannot go on indefinitely when the worldwide trend is for freer trade through the abolition of foreign exchange control. In other words, Japan cannot afford to bolster her tottering coal industry at the sacrifice of her entire national economy.

While the coal miners at the Tanro convention admitted the worldwide change in the choice of fuel, they contended that coal was still marketable and that the management was choosing the easier way out by passing the buck to labor.

It cannot be denied, however, that Tanro now finds itself in a major crisis and Tanro cannot tide it over merely by making stiff demands to the management.

The opposition Socialist Party, for instance, announced a proposal to nationalize coal mines Thursday, while pledging its all-out support to Tanro. The party also anounced a plan to enact a law to facilitate vocational guidance and placement of workers discharged from coal mines.

One day earlier, the Mitsui Mining Co. could not reach terms with the union (Sankoren) on a pending plan to reconstruct the deficit-ridden enterprise on a sounder basis. The company announced that it may be forced to dismiss workers unilaterally.

Challenge to Tanro

The reconstruction plan based upon "voluntary retirement" of 4,580 workers was presented by the company on Aug. 28 and the talks with the union, once ruptured on Sept. 10, were resumed on Sept. 30, only to bog down again last week. The dispute at Mitsui constitutes the first challenge to Tanro, dead set against retrenchment. Sankoren is a member union in Tanro.

On Friday, the Mitsubishi Mining Co., a rival coal enterprise to Mitsui, announced that two mines in Kyushu would be closed, one by July 1961 and the other by February 1962. About half of the workers concerned will be dismissed within this year, according to the announcement.

The National Railways of this country has also tried to get rid of a coal mine under its management but it has become clear that no coal mining companies want to take it over. The public tender scheduled for Oct. 2 was thus canceled, after the Mitsubishi Mining Co. declined participation following Mitsui and Sumitomo.

The mine at issue—the Shime Coal mine near Fukuoka, Kyushu, has been under the management of the National Railway Public Corporation since June 1949 and is the only nationally-owned colliery in Japan.

Highlights

Tanro holds three-day convention, opposes retrenchment. (Oct. 5-7)
Mitsui Mining Co. hints at mass dismissal. (Oct. 7)
Mitsubishi announces closing of 2 mines. (Oct. 9)
Shime mine tender canceled. (Oct. 2)
Government party carries over decision on pact issue. (Oct. 10)

When representative Shoji Tanaka, known as a "protege of strongman Ichiro Kono," opposed the denationalization plan in May the issue threatened to develop into a major political issue.

Sale Opposed

The National Railway Workers Union has been opposing the proposed sale of the mine persistently and fiercely. On Sept. 29, when Mitsubishi declined participation in the tender, the union members celebrated their "victory" which seemed to outsiders no victory at all. The Railway Corporation announced, however, that it would not close down the mine immediately.

Meanwhile, the ruling Liberal-Democratic Party continued its effort to unify the party view on the projected revision of the Japan-U.S. Security Treaty.

Parallel with the discussion at some other party organs, the Liberal-Democratic subcommittee on the Security Treaty met on Thursday and Saturday to study the matter. Final adjustment was carried over, however, to another session scheduled for tomorrow.

The last obstacle to agreement is the insistence of Ichiro Kono, known as the party's "strongman," that the new pact must have a clause for abrogation upon a year's notice. As for the 10-year term of expiration, views have been unified already, but Kono wants an alternate method to terminate the pact.

Ready to Sign

Prime Minister Nobusuke Kishi is now reported to be ready to visit Washington D.C. to sign the new pact, possibly in January. Though this report is unconfirmed by Kishi himself, there is no doubt as to his determination to put an end quickly to the protracted negotiation for the pact revision.

Meanwhile, the opposition Socialists continued their effort to avert an open split of the party, which is expected to reopen its convention this Friday and Saturday. Chairman Mosaburo Suzuki and secretary general Inejiro Asanuma are endeavoring to heal the rift but the leftist groups are demanding that Suehiro Nishio, whom they tried to expel earlier on Sept. 12, should at least be made to leave the party, though not dishonorably.

In the flooded areas in and around Nagoya, the broken embankments, except the one for the Shonai River, was closed Wednesday and the pumps started draining water. Two days later, the Shonai embankment was also closed. The Government decided Tuesday to compile a supplementary budget of more than ¥20,000 million and submit it to the extraordinary Diet scheduled to meet on Oct. 26.

"Try to admire it for the homespun craftsmanship it demonstrates."

By . . .

Mock Joya

Shoshoji

The tanuki or badger that appears in many Japanese tales is generally said to be found of producing drumlike music by beating its fat belly with its front paws. This belief is quite old as tanuki music is mentioned in ancient tales.

Joya

A hunter went into a mountain to catch a badger, an old story goes. A female tanuki in the form of a Buddhist nun appeared before him and preached to him against killing any living thing. Much affected by the preaching the hunter decided to go away, but then he realized that it must be a trick played by a badger. So he raised his bow to shoot.

The nun, now turning into a badger, started to run away, beating its belly and making drum music.

For more than 100 years the tanuki of Shoshoji has been famous. Particularly a song composed by Noguchi Ujo has become one of the most popular among Japanese children. Roughly translated, it goes, "All come to Shoshoji's garden on a moonlit evening, and play the belly drum. Don't be outdone by the priest. Come out all."

The story of the tanuki of Shoshoji at Kisarazu is said to date back to the Bunsei Era, 1818-29. At that time the priest at the Shoshoji Temple was one named Hoto who was very fond of music. He used to gather children and teach them songs.

One autumn evening when the full moon shone beautifully he gathered many children in the temple garden, and forming a circle they all danced and sang. In those days, the neighborhood of the temple was still wild and many tanuki and other animals lived there.

Hearing the singing of the children, many tanuki came out to watch. Soon they all began to beat on their bellies and joined in the merrymaking. Some beat so hard that they punctured their bellies and died. There still stands a tomb for the tanuki who died there.

Afro-Asians Are Angry

Red China's Hypocrisy Rouses Hate Wave

By C. P. CHAO

SINGAPORE (EP)—A furious anti-Red China wave has been heaved across the Afro-Asian land masses, spearheaded by formerly colonial peoples, formerly Red China's friends themselves.

Laos, Tibet, and India having furnished the background showing to the whole world the hypocrisy in the Panch Shéela principles of coexistence, the "Bandung spirit," and the Afro-Asian "solidarity," the United Arab Republic and the Federation of Malaya are the latest strongest banner-bearers against Red China's removal of the "Bandung mask."

While the crisis between Cairo and Peiping, touched off by the speech by the secretary general of the Syrian Communist Party and causing the imminent withdrawal of ambassadors between the two countries, has been undiplomatic and "un-Bandung" enough, the more "un-Afro-Asian" outcry has burst out officially from the Malayan Government in Kuala Lumpur as a result of Peiping's propaganda attacks charging that both Ireland and Malaya, in sponsoring the debate on Tibet in the United Nations, were acting as "tools" of imperialist countries and interfering with China's internal affairs.

Sharply refuting the Peiping charges, the Federation Government of Malaya has come out in a public statement declaring: "Under the banner of coexistence the cause of humantiy is being reduced to nonexistence."

Reechoing Cairo's outcry charging Peiping's connivance with Khaled Bakdash's anti-UAR public speech as "a blatant violation of the Bandung principles, and clear evidence of the aggressive policy which the Peiping Government is adopting against the peoples of Asia and Africa," the Malayan public statement declared: "the charter of the United Nations and the Universal Declaration of Human Rights have been violated, as in the case of the apartheid policy of South Africa or Hungary, or Algeria. . . .

In the case of Tibet, the Federation Government is not concerned with the question of suzerainty or sovereignty over Tibet or whether it is an internal affair of another country. The federation Government cannot stand with arms folded to watch some shameful and flagrant acts of debauchery against humanity."

Cairo for the first time has emerged linking up events concerning UAR, India, and Laos, and heaping its sympathy on India and Laos as victims of Red Chinese aggression. Radio Cairo said: "Red China's conduct (toward UAR) is similar to its recent well-known aggression in India and Laos".

The chairman of the General Labor Federation of the UAR, Khalid al Hakim, declared to the Chinese ambassador in Cairo that allowing Bakdash "to insult the Government and people of a country which has always supported your national cause is a provocative act." He told the Chinese envoy that his federation denounces and "condemns this aggressive provocation."

Just the same way Peiping's propaganda has boomeranged with the sharp rebuttal from Kuala Lumpur, the influential newspaper Al Akhbar of Cairo asked editorially what China has gained from the "overt intervention in the Arabs' affairs," and answered itself: "It gained the Arabs' hatred."

What has made Cairo and Kuala Lumpur angry is that all the victims of Red China's alleged aggression are Asian and African peoples themselves, mostly former colonial and oppressed peoples and Red China's friends themselves.

To the Chinese giant the new independent country of Malaya has never extended diplomatic recognition, though at the same time refrained from formal relations with the Chinese Nationalists. Both Egypt and Syria broke off relations with the Nationalist Chinese in 1956, one year after the Bandung Conference, and extended recognition to Peiping. And indeed until the latest "un-Bandung" incident, both Egypt and Syria before, and the United Arab Republic now, have persistently supported Red China in all international gatherings including the United Nations.

Now besides recalling the charge d'affaires from Peiping and the ambassador from Cairo by UAR and Red China respectively, Cairo further threatened to close the Red Chinese consulate general in Damascus and limit the 15-man Red Chinese consulate general in Cairo to a five-man office. UAR authorities have charged that those consulates general have been Communist Party offices specializing in espionage and provocation because there are only very few Chinese nationals living in the UAR domain—their total number can be counted with fingers.

Red China's diplomacy has been characterized by its underground strength, as indicated by the presence of 86 foreign delegations attending the 10th anniversary celebrations in Peiping. Peiping's overt diplomatic relations are maintained with only some 36 countries, including such new a nation as Guinea of Africa and the not yet full-grown provisional Government of Algeria.

Peiping today is faced with a concerted Afro-Asian anger wave. The worst specter is that the undiplomatic movement is led by innocent, hard-working, struggling Asian and African neutralists themselves.

Readers In Council

'American Upbringing'

To the Editor:

In reply to the letter of T. Maita, (Japan Times Oct. 6) I wish to state that I think it is unwise to allow ourselves to be carried to extremes when comparing and criticizing. We American parents have our problems, but to say "the U.S. way of education eliminates all responsibility of the parents for the deeds of their children" is very wrong indeed.

I would be happy to concede that some Japanese live a "cleaner and more peaceful and Christian way of life" than some Americans. Turn this statement about and it remains just as true.

If reader Maita has never lived in the United States, I respectfully suggest it is impossible for him (or her) to competently compare our "ways of life." Surely, I have found many things to be different from what I had expected, from opinions I had formed of the Japanese people before I came to Japan. It is impossible to rightfully judge any peoples by reading news items on isolated incidents.

Let us face up to the truth. All parents have problems from the day their first child is born. The Japanese newspapers tell us stories of "run aways" who are picked up by the police, juvenile gangs, knifings, thefts, etc. I suggest these youngsters must have come from Japanese families.

This is one "way of life" in which the Japanese and Americans do not differ so greatly! If ever the Japanese people find the true and workable answer to this problem every American parent will embrace it with joy and gratitude.

ELAINE DAVIS
Hayama

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON

NANA

WASHINGTON—Oren Harris, the congressman from Arkansas, who sometimes rivals Sen. McClellan of Arkansas for showmanship, today moves his probe of TV quiz shows into the large House caucus room where standing room only is expected.

Congressman Harris has been marking time for one year in his investigation of independent government agencies, but he will now open the biggest drama since the exit of Nikita Khrushchev. The witnesses who will file before his microphone have no connection whatsoever with the independent agencies of Government under investigation, but a great deal of connection with the backstage operation of the $64,000 challenge, $64,000 question, dotto, 21, and other TV shows which drew fabulous ratings and cost the sponsors a total of $18 million annually.

The producers who staged these dramas, and in some cases faked them, certainly merit investigation. But also meriting investigation is whether the big sponsors, networks, and Madison Avenue executives behind the shows knew about the fakery.

Louis Cowan, president of CBS television, for instance, owned two of the quiz programs, $64,000 challenge and $64,000 question. In Government, if an official sells the Government something in which he owns an interest, it's a "conflict of interest" and the official is fired and can go to jail. Television apparently has different standards than the Government, but TV standards are supposed to be regulated by the Federal Communications Commission — an independent agency which seems to have been sitting on its hands.

In the case of Cowan's $64,000 challenge, Rev. Charles E. Jackson of Tullahoma, Tenn., stated that, as a guest on that program, he was given the winning answers in advance by Shirley Bernstein, coproducer. As a result he won $4,000. P. Lorillard's Old Gold Cigarettes was then sponsoring the "challenge" on CBS. The advertising agency was Lennen and Newell.

Said CBS-TV president Cowan in November 1958, one month after the Quiz-show scandal broke: "The quiz shows will come back. It's a wonder TV quality, on the aggregate, is as good as it is."

ABC-TV president Oliver Treyz backed him up. "Quizzes are coming back," he said. "You can't kill 'em."

One year has passed and they have not come back. But you can understand why Cowan and Treyz were so confident. For during the entire year since the scandal broke, the FCC has made absolutely no move to investigate the most flagrant fakery on television in history.

Parade of Witnesses

Two of the first witnesses appearing before chairman Harris are Jack Barry and Dan Enright, producers of Dotto, 21, Tic Tac Dough, and Concentration, three of which they sold to NBC for a price reputedly between $2,500,000 and $4,500,000.

Another witness is Herbert Stempel, who later wrote: "I posed as a starving GI who lost a year I have been a living lie."

Stempel was advanced $18,500 while still on the show, even though he could have lost all his winnings.

"We needed Stempel on the show," Enright explained this unusual advance payment. "His winnings were running high and there was a great deal of public interest in his appearances."

Stempel was finally defeated by Charles Van Doren, the Columbia University instructor, on Dec. 5, 1956, having won $49,500. Stempel has charged that he got questions and answers in advance and was finally directed to miss a question and lose to Van Doren. Sponsor of 21 was Pharmaceuticals, Inc., manufacturers of Serutan and Geritol.

Mrs. Regan Leydenfrost of New York also said she got help in winning $900 on Dotto on CBS in May 1958; while Miss Wafee Kimball, an artist of Provincetown, Mass., stated that she also got answers in advance while appearing on Dotto, May 20, 1958. Though she lost, she was paid $4,000. Colgate-Palmolive was the sponsor of Dotto, and the advertising agency was Ted Bates.

10 Years Ago Today

(From the files of The Japan Times)

Oct. 12, 1949

WASHINGTON — President Truman requested Congress to immediately appropriate the full $1,314 million program of arms aid to foreign nations.

CALCUTTA—American radio broadcaster Lowell Thomas came out of forbidden Tibet and reported that the Dalai Lama wants help from the West against communism. He said the Dalai Lama told him Tibetan leaders were waiting anxiously for some word from the Western world about help to keep the Communists who are overrunning China from also devouring Tibet.

3 Minutes a Day

By JAMES KELLER

How Much Are You Worth?

NANA

Inflation has upped the value of chemicals in your body during the last few years.

Not long ago scientists estimated the value of the body's chemical contents at 98 cents. Now, due to the rising cost of everything, the value is $1.17.

But a human being is more than a body. The great battle of our day concerns the true worth of the individual. To some, man is no more than a handful of chemicals, "just another animal."

Feverishly, the enemies of mankind have spread this pernicious idea throughout the world. As a result, countless millions have been ruthlessly destroyed or enslaved in concentration camps.

You can do something to change the direction of this dangerous trend. You can help restore to modern life the sublime truth that man is made in the image and likeness of God, and has an eternal destiny.

The more you realize your own immortal worth, the more you will do to diffuse this true concept of man far and wide.

"You are bought with a great price. Glorify and bear God in your body."

(1 Corinthians 6:20)

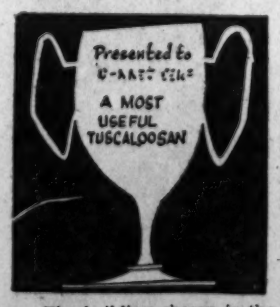
Show me my worth in Your sight, O Lord, that I may increase my reverence for others.

Try and Stop Me

By BENNETT CERF

Mims Jemison, of Tuscaloosa, Ala., sent me this very heartening story:

Some years ago, a civic-minded merchant, Dave Rosenau, proposed a cup to the 'most useful Tuscaloosan.' Jim Brierton, wealthy industrialist promptly proposed Dr. Obedish Dawson for the honor, and his motion was passed unanimously. Dr. Charles Boyd was chosen to preside at the ceremony. Attorneys Cliff Penick, was named to make the presentation speech, and Mose Coe appointed to ring the church bells summoning folks to the meeting. Now hear this:



Dave Rosenau is a Jew.
J. L. Brierton is a Catholic.
Dr. Dawson is a Baptist preacher.
The building chosen is the Methodist Church.
Dr. Boyd is Presbyterian minister.
C. H. Penick is an Episcopalian vestryman.
And Mose Coe is an elder of the First African Baptist Church."

Bravo, Tuscaloosa!

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Senator Soaper

By BILL VAUGHN

NANA

A New York town is not appointing a $6,000-a-year welfare director because such an official "would have absolutely nothing to do." Why don't they not appoint him at $12,000 a year and save twice as much?

Ripley's—Believe It or Not!
MR. BEARD IS A BARBER in White River Junction, Vt.
THE CHURCH OF ST. NICHOLAS of Alicante, Spain WAS CONTRACTED TO BE BUILT IN EXACTLY 46 YEARS -NOT A DAY LATER OR A DAY SOONER IT WAS INSPIRED BY THE TEMPLE OF JERUSALEM- WHICH TOOK 46 YEARS TO BUILD
PARSNIPS 26 INCHES LONG GROWN BY JAMES THOMAS of Haddam, Conn.
"O ye'll take the high road and I'll take the low road and I'll be in Scotland afore ye"
-LATER IMMORTALIZED IN A FAMOUS SONG- WAS FIRST UTTERED BY A DOOMED SCOTTISH SOLDIER IN CARLISLE, ENGLAND, WHO MURMURED THOSE WORDS OF COMFORT TO HIS SWEETHEART FROM LOCH LOMOND- A MOMENT BEFORE HE WAS HANGED FOR HIS PART IN THE JACOBITE REBELLION 1746

Press Comments Summarized

Typhoon Ise Bay

Anyone who visits Nagoya now will come across a queer contrast. Busy sections of the city are lit with neon lights at night and crowded with people while in sections along the shore some 80,000 citizens are still obliged to live in the midst of stinking mud waters. These sections literally turn into "a town of death" at night. It is possible to point out that Japan's cities are indeed defenseless and apathetic to natural disasters which do not fail to befall them almost every year. Unshakable determination is needed to fight natural disasters. The seaside industrial belt in Yokkaichi was also hard hit by Typhoon Ise Bay. There, the Japan Sheet Glass Plant survived the disaster. In 1953, the plant was flooded when Typhoon No. 13 dealt a heavy blow to the district. Since then, the plant has created a defense team to fight typhoons and floods and worked out all possible means to defend the plant from natural disasters. The nation is urged to find its weaknesses regarding natural disasters and the best means to defend itself from them.—**Asahi Shimbun**

Tibet Issue

The United Nations General Assembly is shortly to take up a resolution on Communist China's "violation of human rights in Tibet" for discussion. India is opposed to putting the issue on the agenda on the grounds that the United Nations action would be tantamount to interference by other nations in Peiping's domestic affairs. France and the Union of South Africa are reluctant to support the resolution because of their own racial and colonial problems. Nevertheless, they suspect that Communist China is guilty of a flagrant violation of human rights in Tibet. Therefore, it may be assumed that they are opposed to the resolution or are reluctant to take it for political reasons. Communist China is not likely to respect any resolution adopted by the United Nations. But the issue is not a political problem, its a problem affecting humanity.—**Mainichi Shimbun**

Coal Mine Policy

The Japan Coal Mine Workers Union (Tanro) has requested a complete probe, together with management, of the actual situation in the coal mining industry despite its adoption of a struggle policy against rationalization plans of the management. The labor-management talks, now in recess, will be the most effective measures in finding a quick solution for the problem closely connected with the international account, the employment situation and the development of various kinds of local industry. It is also hoped that the management will not expect a more favorable Government policy regarding streamlining of the industry through its mass dismissal of personnel.—**Hokkaido Shimbun (Sapporo)**

Treaty Revision

The Government and the ruling Liberal-Democratic Party are hurrying to finalize their stand on the revision of the Japan-U.S. Security Treaty. The people will not oppose the Government plan to revise the pact if the contemplated revision serves to gain more independence for the nation than at present and to maintain peace and security. It is therefore hoped that the Government will eliminate the people's doubts and suspicion on the issue. The Government and the party were far from sufficient in conducting publicity on the revision issue. Prior to signing of a new revised treaty, the Government is required to make all possible efforts to win the people's support and consent. Otherwise, party politics will be discredited in the eyes of the people.—**Yomiuri Shimbun**

Teachers Rating System

The psychological climate appears to have ripened in some areas for settling the two-year-old furor over the teachers efficiency rating system through peaceful talks. Typical examples were the truce formulas evolved by the boards of education and teachers unions in Nagasaki and Iwate Prefectures. The Japan Teachers Union, which staged a determined, uncompromising fight against the system, is beginning to show some signs of relenting. The union apparently realizes the need to soften its tactics in order to preserve the allegiance of its rank and file members. While the union may have much to say on the Education Ministry's efficiency rating system, that is no excuse for deserting classes and staging strikes and demonstrations. The Education Ministry and boards of education for their part should try to enforce the system with the active cooperation of the teachers union.—**Kahoku Shimpo (Sendai)**

IATA AGM Supplement

The Japan Times

IATA AGM Supplement

MONDAY, OCTOBER 12, 1959

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IATA General Meeting Opening in Tokyo Today

300 Int'l Airline Executives From 50 Nations Attending

The 15th Annual General Meeting of International Air Transport Association (IATA) will be officially opened at the Peacock Room of the Imperial Hotel in Tokyo at 11 a.m. today. The Tokyo meeting will be one of the largest of its kind to be held in the history of IATA as far as the number of participants is concerned.

Some 300 executives of international airlines representing 50 nations and an equal number of Japanese representing Japan Air Lines and Japanese Government circles will attend the four-day session from today through Friday.

In addition, some 150 executives representing 20 world's leading aircraft manufacturers from Canada, Britain, France, the Netherlands and the United States will attend the international conference as observers.

Various international organizations, such as the International Chamber of Commerce, International Union of Official Tourist Organizations and others, will also send representatives to the meeting in capacities of observers.

Prime Minister Nobusuke Kishi, will be the chief guest at the opening session. Other senior officials of the Government, members of the diplomatic corps and leading citizens of Tokyo will also be invited.

Seijiro Yanagita, president of Japan Air Lines, will take office as the 15th president of IATA, succeeding J. R. D. Tata, chairman of Air India International. Both will make introductory remarks.

After assuming the presidency of the IATA, Yanagita will assume the chairmanship for the Tokyo conference.

He will then introduce prominent Japanese present at the opening plenary session, including Prince Takamatsu, Transportation Minister Wataru Narahashi and Governor Ryotaro Azuma of Tokyo.

Sir William P. Hildred, director general of IATA, will submit his annual report on the state of the world air transport system.

The meeting will reconvene on Monday afternoon in committee of the whole for a series of closed sessions at which it will consider the reports of the executive and standing committees of IATA—Financial, Legal, Technical and Traffic Advisory. The agenda is not broken down into specific subjects, since these are considered in the context of committee activities.

At the closing public session on Friday, Oct. 16 at 11 a.m. the formal resolutions of the meeting will be presented for final consideration and voting. A new president, to take office at the 1960 General Meeting in Copenhagen, will be elected, and a place for the 1961 General Meeting will be chosen.

Like the airlines, IATA's general meetings go everywhere. But this will be the first session to be held in Japan and the second in Asia.

The Imperial Hotel in Tokyo, which will be the site of the four-day sessions of IATA's Annual General Meeting.

The last general meeting was held at New Delhi, and previous meeting places have been Cairo, Rio de Janeiro, San Francisco, London, Montreal, Paris, Geneva, The Hague, Brussels, New York, Edinburgh and Madrid.

This annual change in venue exemplifies the way in which IATA's members have made the globe one world in fact—by providing an integrated network of fast and economical air communications, spanning all the oceans and both poles, serving all peoples and making them close neighbors.

While this is the second general meeting of IATA in Asia, other important IATA groups have been held at various points from Beirut to Tokyo during the last 14 years.

Japan Air Lines has been a member of IATA since 1953; and its predecessor company, Japan Airways, Ltd. joined the prewar association in 1939.

Yanagita has been a member of the IATA Executive Committee since 1957. There are also JAL members of many other IATA committees and working groups, notable among them are S. Hanawa, a member of the Technical Committee, and N. Matsumura, a member of the Traffic Advisory Committee.

Major personalities of the meeting, in addition to Yanagita, Tata and Hildred, will include other former presidents of IATA: Dr. Tomas Delgado, IBERIA Airlines of Spain; Lord Douglas of Kirtleside, British European Airways; Max Hymans, Air France; Gordon R. McGregor, Trans Canada Air Lines; Dr. Walter Berchtold, Swissair; Warren Lee Pierson, Trans World Airlines; Juan T. Trippe, Pan American World Airways; Gilbert Perier, SABENA Belgian Airlines, and Dr. J. Bento Ribeiro Dantas, Cruzeiro do Sul (Brazil).

Also outstanding among the delegates will be the members of the IATA Executive Committee: Sheikh Najib Alamuddin, Middle East Airlines; Gen. I. A. Aler, KLM Royal Dutch Airlines; Ruben M. Berta, Varig Airlines, Brazil; M. Rene Briend, Air France, Sir Gerard d'Erlanger, British Overseas Airways Corporation; Sir A. Hudson Fysh, QANTAS; Croll Hunter, Northwest Orient Airlines; John C. Leslie, Pan American World Airways; Gregorio Obregon, AVIANCA Colombian Airlines; D. M. Robbertze, South African Airways; and Ake Rusck, Scandinavian Airlines System. Lord Douglas, Berchtold, McGregor, Perier, Tata and Yanagita are also members of the committee.

Chairmen who will present the formal reports to the Tokyo general meeting include K. W. Bevan, BOAC, for the Financial Committee; Henry Marking, BEA, for the Legal Committee; Sanford B. Kauffman, PAA, for the Technical Committee, and W. Gordon Wood, TCA, Montreal, for the Traffic Advisory Committee. Wood and V. H. L. Dubourcq of KLM, will also report on the IATA Traffic Conferences.

The official host to the Tokyo general meeting is Japan Air Lines, the flag-carrier of Japan.

The program of the meeting has been arranged to give the visiting airline heads and their wives an opportunity to become familiar with what Japan has to offer to world travel and tourism.

They will be the guests of the Japanese Government at a reception on Oct. 12 at the Imperial Hotel at which the Minister of Transportation is to preside. The Governor of Tokyo will play host to the delegates at a reception at the Tokyo Kaikan on the evening of Oct. 13. A gala ball will be given by Japan Air Lines at the Tokyo Taikukan on the evening of Oct. 15.

The meeting will recess on Oct. 14 for a trip to Nikko; and tours are being arranged both before and after the meeting to enable delegates to see some of the principal historic and tourist spots of Japan. A special program for the ladies includes displays of Japanese handicrafts and fashions, and shopping and sight-seeing excursions.

Significance of Tokyo Meet

By SIR WILLIAM P. HILDRED
Director General, International Air Transport Association

Sir William Hildred

It is with real pleasure and anticipation that the Annual General Meeting of the International Air Transport Association comes to Tokyo this month for its 15th session.

In all modesty, I believe that this gathering of the heads of the world's scheduled international airlines is of some importance to Japan and its fellow nations of the Pacific world.

Distances are great in Asia and over the sea reaches to the Western Hemisphere; and time is valuable to any trading nation. To a great manufacturing and exporting country like Japan, days and even hours are precious when it comes to building up trade and delivering the goods.

At the same time, air transport is the primary key to an expansion in Asia of tourist travel, which is becoming one of the most important factors in the world's balance of payments.

What the airlines are doing now and propose to do in the future is therefore a matter of some moment, not only to Japan Air Lines as the Japanese member of IATA, but also parts of the Japanese economy.

This 15th Annual Meeting of IATA will, among other things, develop an excellent global picture of the state of the world airline industry, highlight some of its principal problems, show how the airlines are trying to help themselves to expand and improve their services, and indicate those areas in which they require and deserve help from the public.

In their business sessions, the delegates will review the activities of IATA during the past year as the agency for international cooperation among the airlines. They will be brought up to date on the latest world developments in law, finance, technology and commerce as they affect air transport and will plan the work to be done by their specialized committees and secretariat during the year to come. They will enact IATA's annual budget, elect its new officers and committee members and decide where future General Meetings will be held.

At the same time, the General Meeting will give to the chief executives of the 90 IATA member airlines a better and more comprehensive knowledge of what Japan has to offer to attract air traffic in passengers and goods.

One of the unique features of the world airline network is that people and trade can move on it literally from anywhere on the globe to anywhere else. Another is the fact that by air no point in the world is more than three days away from any other. For the first time in man's history, distance is no barrier to trade and travel; and no place can be considered as isolated from any other.

The first hand experience of Japan which the delegates to the AGM anticipate so keenly should mean a greater interest in the promotion of traffic to these islands, not only by those carriers who serve them directly, but also by the others whose route structures and commercial offices are complementary to them.

The importance of Asia in the eyes of air transport can be measured by the fact that contrary to usual custom, which decrees that the Annual General Meeting be held on a different continent each year, the Tokyo session will be the second in Asia in two years. The 1958 General Meeting was held in New Delhi, under the chairmanship of a distinguished Asian, Mr. J. R. D. Tata of Air-India International. He will be succeeded in office at Tokyo by Mr. Seijiro Yanagita, of Japan Air Lines, an executive of equal renown and attainments under whose presidency IATA looks forward to another fruitful and active year.

This meeting in Tokyo will be held almost 21 years to the day since Japanese air transport first became a member of IATA, (for while the As-

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1958 Chairman Sends Message

By J. R. D. TATA
President, 14th Annual General Meeting of IATA

I am particularly happy that my term of office as President of IATA will end at the opening of the annual general meeting in Tokyo, because of the pleasure it will give me of revisiting Japan after many years, and also because my successor

J. R. D. Tata

is Mr. Seijiro Yanagita, the distinguished president of Japan Air Lines.

The past year has been a significant milestone in commercial aviation. It marked the 40th anniversary of the birth of international air transport operations, and also the inauguration of the jet age in commercial air transport.

The progress made in these brief 40 years has been phenomenal—from the small, primitive planes of wood, wire and glue, lumbering along at 80 miles an hour, to the gleaming

Continued on Page 11

IATA Set to Answer Questions of Tomorrow

By SEIJIRO YANAGITA
President, Japan Air Lines

Seijiro Yanagita

All Japan is conscious of the honor it has been accorded through the selection of Tokyo as the site of the International Air Transport Association's 15th Annual General Meeting. This is only the second time in IATA's 40-year history that this meeting has been held in Asia.

As president of Japan Air Lines I am naturally proud and happy that this meeting will take place in Japan's capital. We feel very strongly the responsibility, shared by all 90 members of IATA of helping to make the future through the expansion of commercial jet flying more peaceful and desirable for the entire world. I believe this to be entirely possible.

It has been pointed out that air travel has drawn the world closer together. This will become even more significant as the jet age develops. Even now, as IATA members settle many questions of the future present themselves.

into their jet schedules or prepare to embark upon this new and swifter mode of travel.

Will jet airliners eventually provide cheap transportation

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ようこそ…

JAPAN AIR LINES
APPRECIATES THE OPPORTUNITY
TO PLAY HOST TO
THE 15th ANNUAL MEETING OF
THE INTERNATIONAL AIR TRANSPORT ASSOCIATION

JAPAN AIR LINES

What Is IATA?—Review of Its Activities

Unique Body Contributing t Smooth Operation of Airline Traffic All Over World

IATA—the International Air Transport Association is the world organization of the scheduled airlines. Its members carry the great bulk of the world's scheduled international and domestic air traffic under the flags of more than fifty nations.

IATA's major purpose is to assure that all airline traffic anywhere moves with the greatest possible speed, convenience and efficiency—and with the utmost economy for the airline and the public alike. It has thus become the means by which the airlines have knit their individual routes and traffic handling practices into a worldwide public service system, despite the differences between languages, currencies, laws and measurements.

In one sense, therefore IATA is the collective personality of over 70 companies who carry the vast bulk of the world regular air traffic. And at all times, IATA is the servant of the airline, of governments, and of the general public.

For the airline, IATA is the machinery for finding joint solutions to problems beyond the resources of any single company. It is an international pool of experience and information and the administrator of many joint services and enterprises. It is the world parliament of the airlines and their representative in other international organizations.

For governments, IATA is their agent in the negotiation of international rates and fares agreements. It provides the only practicable way of drawing upon the resources and experience of the airlines. It helps to carry out the fast and economical transport of the international air mail, and make certain that the needs of commerce and the safety and convenience of the public are properly served at all times.

For the general public, IATA is an assurance of high standards of efficient operation everywhere, of proper business practice by airlines and their agents, of the greatest possible convenience and freedom from red tape, of the lowest possible fares and rates consistent with sound economy, and of constant effort on the part of the airlines to improve every aspect of their services.

History, Organization

IATA was founded in 1945 by the airlines of many countries to meet the problems created by the rapid expansion of civil air services at the close of World War II. It is the successor in function of the previous International Air Traffic Association, organized at The Hague in the very dawn of regular air transport in 1919.

As a nongovernmental organization, it draws its legal existence from a special Act of the Canadian Parliament, given Royal Assent in December, 1945.

In both its organization and its activity, IATA has been closely associated with ICAO—the International Civil Aviation Organization — which was also established in 1945 as the international agency of governments which creates world standards for the regulation of civil aviation.

As an organization, IATA is voluntary, nonexclusive, nonpolitical and democratic. Membership is automatically open to any operating company which has been licensed to provide scheduled air service by a government eligible for membership in ICAO. Airlines engaged directly in international operations are active members, while domestic airlines are associate members.

IATA deals with the nonpolitical aspects of air transport operation: its work begins only after governments have decided what companies they wish to license and how they wish to exchange traffic and other rights between them. But from that point on, the activity of IATA spreads through virtually every phase of air transport operations.

Each airline, regardless of its size or the scope of its operations, has a single vote in the councils of IATA. In many matters, and especially in those where any company must undertake a binding commitment, all decisions must be unanimous vote; and in most of these cases, these decisions cannot become effective without the review and approval of interested governments.

The source of authority in IATA is the Annual General Meeting, in which all members have an equal vote. Year-round policy direction is provided by an elected Executive Committee and its creative work is supervised and largely carried out by its financial, legal, technical, traffic advisory and medical committees. Negotiations of fares and rates agreements are carried out through the annual IATA traffic conference.

Members of IATA committees are nominated by individual airlines, but serve as experts on behalf of the entire industry, subject to the regulation and review of the executive committee. In the traffic conferences, however, delegates act as representatives of their individual companies; and while the executive committee fixes the terms of reference of these bodies, conference decisions are subject only to the review of governments and cannot be altered by any other part of IATA.

IATA administration is carried on under the director general, who is located in the head office at Montreal, which is the headquarters, as well as for the treasurer, secretary, traffic director, and the IATA financial, legal, technical, economics and statistics, facilitation, legal drafting and public relations offices. The IATA Clearing House and a technical liaison office are housed in London, and the administrative headquarters of the IATA traffic conference are maintained in branch offices at New York, Paris and Singapore. The IATA Enforcement Office is also located at New York.

IATA's budget is financed from the dues paid by its members, largely in proportion to the part of the total international air traffic which each carries. Some IATA activities are self-supporting through charges for services rendered.

What IATA Does

Seen on the map, the routes of IATA's member airlines form a network which holds the globe in its meshes. No matter where along this network the aircraft of an individual airline may be sent, it must be able to fly with a maximum of safety, comfort and efficiency and under well-defined and universally-understood rules and procedures. This is IATA's operational task.

IATA also exists to connect their individual routes in such a way that people and their goods can move to anywhere from anywhere else on the global network as simply as though they were taking a trip on a single airline within a single country. This is its commercial objective.

Each of these two main categories of IATA work is interrelated by the close connection between the costs of operation and the airlines' charges to the public. Each involves a constant and progressive effort to simplify, standardize and unify devices, procedures and documents, and a high degree of cooperation, not only among the airlines themselves, but with their governments, with manufacturers, with many other types of business, and with other international organizations.

Financial Activities

The IATA Financial Committee deals with all aspects of the accounting and settlement between airlines for the business they do with each other or on each other's behalf, and is concerned as well with many of the common problems of the airlines in regard to currency and exchange, taxation, insurance and statistics.

Over the years, IATA has been able to reconcile the financial and accounting systems developed independently in many parts of the world before airlines were extensively linked by the intercontinental routes. To do so, it has developed and is constantly working to improve standard manuals of revenue accounting practices, cost reporting forms and forms for operating, profit and loss and surplus statements and similar documents. The Financial Committee also carries on extensive studies of special insurance problems, taxation and similar matters. It works closely with traffic groups toward simplification of fares and rates.

A notable fruit of IATA's financial work is the IATA Clearing House at London, through which the airlines settle accounts for interline revenue transactions. It enables them to collect and pay their worldwide debts simultaneously and by a single cash settlement and to do so either in dollars or convertible sterling, regardless of the number of national currencies involved. By offsetting accounts, the Clearing House eliminates the necessity for cash payment of almost 90 per cent of all monthly claims. It assures regular and punctual settlements of interline debts, eliminates much correspondence and other paper work, saves substantial foreign exchange expense and, moreover, affords protection in the event of currency devaluations.

Virtually all IATA airlines are members of the Clearing House and its facilities are used for international clearances by the Airlines Clearing House, Inc., of the U.S. A good measure of its growing usefulness is provided by the monthly clearance totals, which have risen from an initial $728,000 in 1947 to more than $30,500,000 in 1955. Annual turnover, now upward of $350,000,000 represents more than 90 per cent of the whole interline revenues of the industry and illustrates the importance of this exchange of business and services between the airlines.

International Law

The Legal Committee of IATA holds a watching brief on behalf of the airlines in legal matters having a bearing on international air transport, particularly international conventions on public and private air law, conflicts of law and arbitration. It is principally concerned with formulating and representing the airlines' views on the basic international conventions controlling the liability of air carriers and their legal relationships with their customers, with third parties on the ground, and with questions of rights in aircraft moving in international operations and the like.

Since the sale of a ticket or the issuance of a cargo way bill constitutes a contract between the airline and the customer, international airline documents must be legally valid under many different systems of laws. The IATA Legal Committee has thus been responsible for preparing the legal ground on which the whole structure of standardized interline agreement and documentation—tickets, baggage checks, air way bills and the like—has been erected. One of its major achievements has been the realization of standardized worldwide Conditions of Carriage for all of its members, the first such document in the history of transportation.

Operational Assignment

Cooperation among the world's airlines in operational matters is channeled through the IATA Technical Committee, its annual technical conference and its various global and regional working groups.

Where the safety of the public is concerned, there are no trade secrets among the airlines. All IATA technical activity, therefore, is founded upon full and free exchange of information and experience between all the airlines. Out of this data the airlines distill the common requirements and observations which guide the standardization and unification of their own activities, determine their practical advice and assistance to governments, and act as signposts along the road to future development in transport aeronautics.

IATA works closely with regulatory authorities on both international and local levels. It has played an important part in the drafting of the ICAO Standards and Recommended Practices which form the accepted international pattern for the technical regulation of civil aviation, and cooperates closely with ICAO to encourage governments to implement them fully and to keep them up to date.

IATA works in much the same way with such other organizations as the International Telecommunication Union, the World Meteorological Organization, the International Standards Organization and like bodies.

Beyond this, member airlines join through IATA to consult with individual states or with the countries comprising a particular region in the solution of localized problems—from the fixing of a proper traffic pattern at an individual airport to the coordination of air traffic control in the Europe-Mediterranean region.

This work is generally carried out under the control of the IATA Technical Committee by global and regional working groups which deal with new and developing problems, such as helicopter operations, jets, turboprops, turbine fuels, navigation aids and the like, by mobilizing airline experts in all of the various technical specialties involved in any given problem.

The annual technical conference provides an international forum in which the airlines and related branches of transport aeronautics can discuss technical developments on a broader and more philosophical basis. Whereas normal IATA technical work is concerned with the problem of integrating into airline use a certain new procedure of a device already available, the conference attempts to fix the relationships between devices, to work out the general requirements of the airlines for new devices and systems, and to set up development priorities which will help airlines, governments and manufacturers to attain their goals with maximum efficiency and economy.

Commercial Activities

IATA's most complex role is in the field of traffic—a term which embraces the commercial activities of the airlines.

As an airline association, IATA is particularly concerned with interline arrangements —the standardization of forms, procedures, handling agreements and other factors which make possible the quick and easy exchange of traffic between airlines.

Beyond this, however, IATA is also a quasi-public agency, to which many governments have delegated the responsibility for negotiating international agreements on international rates and fares subject to their approval.

To weld its member airlines into a single commercial network, IATA has produced a series of interline agreements among them (to which many non-IATA and domestic carriers are parties as well) covering all phases of passenger, baggage and cargo handling, reservations codes and the like. The standard IATA ticket, baggage check and airway bill have become, in effect, magic carpets to anywhere, for passenger and goods as well.

The IATA Restricted Articles Code, a constantly expanding list of more than 2,000 items, represents the first worldwide agreement on standard handling and treatment of special cargoes, so that these can move freely between the routes of its parties.

Through other IATA agreements, the airlines have adopted standard codes of relations with their passenger and cargo agents and consolidators, which assure the agents of fair, uniform and nondiscriminatory treatment.

Special boards and committees screen all agencies, examine their qualifications to serve properly both the public and the airlines and, in effect, to act on behalf of the airlines in choosing their middlemen.

Such arrangements as these are normally worked out by the Traffic Advisory Committee and various expert working groups, often with the close assistance of legal and financial committees, and by the traffic director and his staff. However, they have their actual application

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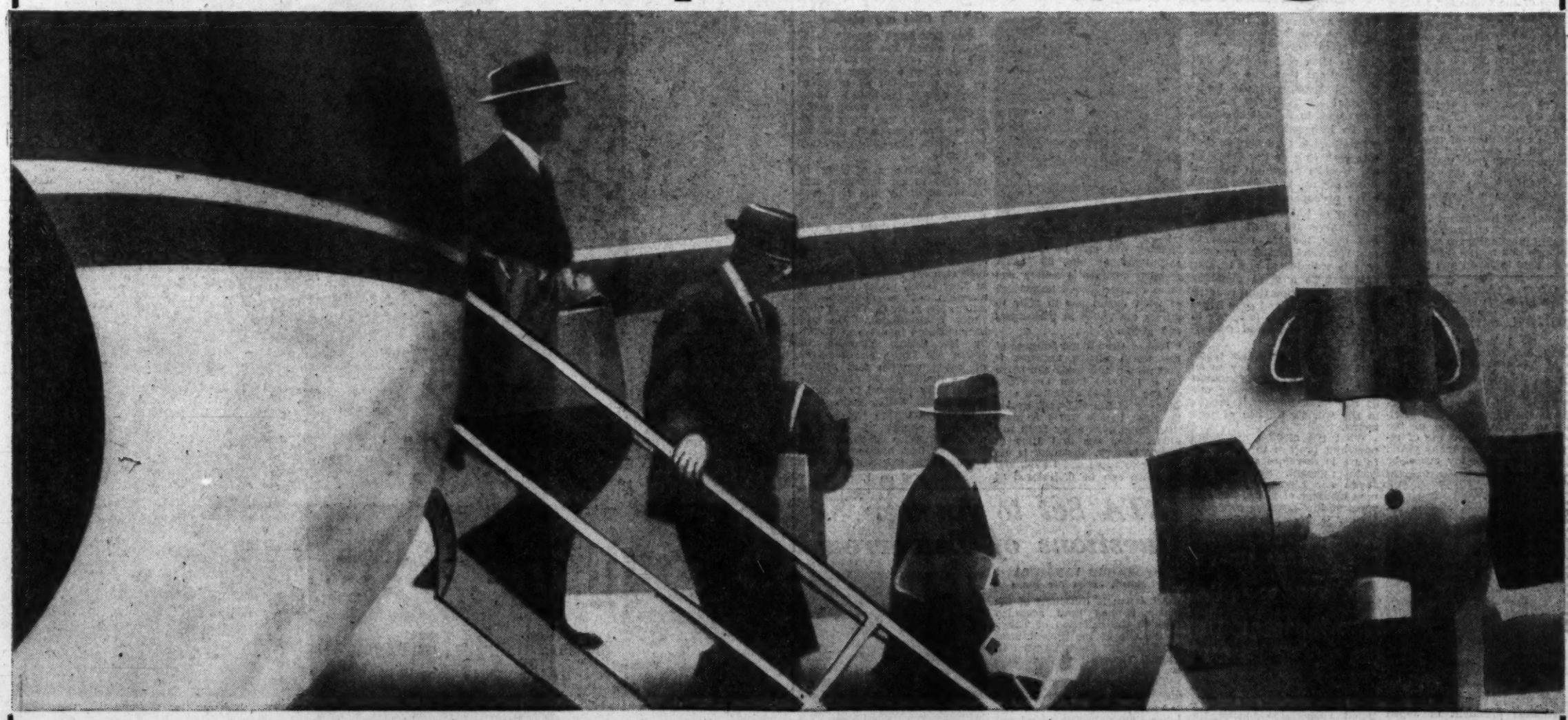
Executive committee of the International Air Transport Association gathers for its first meeting Oct. 8 at the head office of Japan Air Lines in Tokyo in preparation for the opening of the 15th annual general meeting. Front row, left to right: Sir Gerard d'Erlanger, BOAC; J.R.D. Tata, retiring president of IATA; Sir William Hildred, director general of IATA; Seijiro Yanagita, president-elect of IATA; R. Briend, Air France; Lord Douglas of Kirtleside, BEA; and John C. Leslie, PAA. Standing in the back row are, from left to right: A. Laurence Young, IATA secretary; A. Rusck, SAS; J. C. Cooper; Sir Hudson Fysh, QANTAS; Gregorio Obregon, AVIANCA Colombian Airlines; Dr. W. Berchtold, Swissair; Dr. H. J. Gorecki; Ruben M. Berta, Varig Airlines; Warren Lee Pierson, TWA; G. R. McGregor; Gilbert Perier, SABENA Belgian Airlines; and S. Krzyczkowski.

Welcome to Japan IATA Delegation



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Yanagita

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for the many? Will jet travel help to break down some of the barriers to understanding that still exist in the world? Will it revolutionize world commerce?

These questions will have to be answered. Most of the answers will come eventually through the workings of IATA. This is logical because IATA represents 90 per cent of the world's scheduled international air traffic in passengers, cargo and mail. What IATA does as a matter of policy formulated by its members and approved by members' governments, must therefore inevitably influence the future of air traffic throughout the world.

It is interesting to note at this point just what IATA has achieved in its 40 years of existence. Carriers have linked individual routes into a single, integrated public service networks of airways, with standard tickets, waybills and other documents, with coordinated procedures, and with the same worldwide standards of operation and care for passengers and cargo.

IATA has bridged many differences between national laws, languages, systems of measurement and currencies which would otherwise hamper and impede the speed and efficiency of international travel and trade.

In other words, we have pooled our resources and our thinking to make air transport one of the safest, most-efficient and enjoyable of all international activities, when it could quite easily have been the most chaotic.

This, of course, is merely the beginning. What has been done to date may in some respects be looked upon as the firm foundation for a most complex future. The jet age is already posing new problems, new opportunities, new and provocative ideas for the future. Yet even that is not the ultimate. For the jet age must inevitably be followed by the rocket age and the age of nuclear power plants, and these developments are surely going to change completely the world as we have known it.

Looking back over 50 years of flight it is sometimes difficult to comprehend fully the great changes that the age of flight itself has made upon the world and its peoples. There are no longer any remote spots on earth. There is no place in the world that cannot now be reached by air, and few places that have not already felt the impact of metal wings and the internal combustion engine.

Tomorrow will bring—what?

Certainly it will shrink the earth still further, make travel easier, faster, more convenient. It will open new avenues to commerce, particularly in the transmission of perishable goods. It will encourage more and more people to travel, and will thus bring more and more humans of differing nationalities and races into more frequent contact.

It will, however, also create many new problems in the fields of fare and freight costs, baggage and cargo limits, customs and immigration procedures. Yet they are all problems which can be overcome, for IATA exists to attack such problems, to attempt to find solutions that will be acceptable not only to all its own members but also to their governments. Frankly, I have no fears that IATA will not be able to cope with such problems.

I believe on the other hand that the dramatic manner in which jet travel will throw the peoples of the world closer together in greater numbers and frequency, will bring us at last to the threshold of complete understanding.

I am certain that this is possible. In am equally certain that IATA stands in the forefront of the crusade against ignorance, fear and hatred. For it will be IATA's task to guide the world into the jet age smoothly, safely and intelligently.

It will also be IATA's task to make sure that as that age develops, people everywhere are ready for its drastic changes, understand it, utilize it and come to regard it as a friend, and a guide to a broader and more enjoyable concept of life.

I am quite certain that IATA will fulfill its task in this respect as effectively as it has in the past.

An information office has been set up in the Imperial Hotel for the benefit of visitors attending the 15th annual general meeting of IATA.

Tata

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giants spanning continents and oceans at 1,000 kilometers an hour, and from the handful of passengers of those pioneering days to the 69 million carried in the past year.

IATA has played an important part in this tremendous development in promoting safety and regularity, in simplifying procedures, in developing new equipment and new techniques said in a hundred ways, in simplifying and reducing the cost of air travel.

While bringing immense benefits to the traveling public, the jet age will no doubt create many technical, commercial and financial problems of its own. Only just beyond the jet age lies the threshold of the supersonic age. There is therefore much work ahead for IATA in the years to come. With its growing maturity, combining as it does the joint knowledge and experience of its 90 members, I have no doubt IATA will discharge its enlarged responsibilities as efficiently as it has done in the past.

I am sure the press of Japan, which has done so much to popularize air travel and interest in aviation in Japan, will welcome the representatives of the world's international airlines as they assemble in the great city of Tokyo for their annual general meeting and will recognize and support their continuous efforts at improving the quality and standards of air transport and of bringing air travel within the reach of progressively larger numbers of people throughout the world.

What Is IATA?

Continued From Page 10

mainly through formal resolutions which are subject to the approval of governments before they can become effective.

Virtually every IATA traffic action—whether it be the determination of a 10 cent charge or the adoption of a basic statement of Conditions of Carriage—is the result of the world's most comprehensive and possibly most successful process of international agreement, reached through the IATA Traffic Conferences.

Traffic Conferences

The traffic conference process arises from the peculiar nature of air transport. Every inch of the world's surface is accessible by air, and the airlines ply between most of its major cities over a maze of interrelated routes. Yet each government reserves complete control over its own share of the air space and the right to determine what its air services may charge the public. International fares and rates—and the conditions which underlie them—must therefore be fixed by international agreements in which virtually every country has some direct or indirect concern.

Most nations have agreed that the enormous and complicated work of negotiating detailed agreements to meet the constantly changing conditions of world air commerce should be delegated in the first instance to the IATA conferences, and that these agreements should become effective only after all interested governments have reviewed and approved them.

For administrative purposes, there are three IATA Traffic Conferences—No. 1 for the Western Hemisphere, Greenland and the Hawaiian Islands: No. 2 for Europe, Africa and the Middle East, including Iran; and No. 3 for Asia, Australia and the islands of the Pacific.

As a practical matter, however, the interrelation of fares and rates makes it advisable that all three meet at the same place and time each fall to prepare for the traffic year which begins the following spring.

The sessions of the conferences are prefaced by months of careful preparation and study, not only by the continuing traffic working groups, but also by the cost committees which forecast the costs of operation for which fares and rates are related, and by a fares, rates and charges subcommittee which deals with the more technical phases of fares and rate-making.

In the conferences, every member airline holds but a single vote. All agreements must be reached by unanimity: thus, every airline, regardless of size, also holds an effective veto. The conferences may accept advice and counsel from other parts of IATA, but within the terms of reference they are responsible only to governments, and thus, to the public, for what they do.

The resulting structure of IATA Traffic Conference agreement, now comprising some 500 resolutions, including 30,000 agreed rates and fares and the rules for constructing thousands of others, covers virtually every phase of commercial activity, both in principle and detail. These are the legislation of international air commerce.

Like all effective legislation the IATA resolutions are policed by an Enforcement Section which, under the director general, assures that members respect the obligations which they have voluntarily assumed.

The sheer bulk and extent of conference agreement is striking in itself, but other aspects of it are even more noteworthy. Despite the complexity of world airline operations, the pattern of agreed rates and fares has been extended to every area of the world. It has been flexible enough to keep pace with the rapid expansion of routes and traffic since 1946, and to provide for the blue ribbon luxury services of the North Atlantic and the regional feeder services of less developed areas. It has also been strong enough to withstand many drastic fluctuations in exchange rates as well as great fluctuations in seasonal traffic.

The fact that less than three per cent of the conference resolutions have ever been disapproved, even in part, by governments, is an indication of their close attention to the public interest.

Finally, this pattern of agreement has been realized without sacrifice of the individuality of any of the airlines which are a part of it, and without interfering with the normal and beneficial workings of competition.

While the conferences have fulfilled one obligation to governments by maintaining their rates at an economic level which will not touch off cutthroat rate wars and create a drain upon public treasuries, they have also been able progressively to reduce the price of air transport to the public and to institute throughout the world an entirely new class of low-cost tourist service.

Preventive Medicine

The IATA Medical Committee is composed of medical officers and advisers of the airlines and deals with all physiological and psychological factors which might affect the safety, comfort and efficiency of air crews and passengers.

This committee deals in preventive medicine, the result of which is best measured by the fact that infants, elderly persons and the severely ill can as a general rule safely travel long distances by air, even at the speeds and altitudes of modern airline operation.

It is also a channel of airline cooperation with the World Health Organization and individual governments on health matters.

International Air Mail

As a servant of the airlines, IATA has many other tasks outside the formal framework of the committees and conferences. In postal matters, IATA has become increasingly, if informally, concerned with questions relating to the speedy and expeditious handling of the mails and with the rates which are paid by governments to foreign airlines for the transportation of mail. It maintains close liaison with the Universal Postal Union on these matters, and has consistently encouraged reduction in air mail postage rates to the general public.

Red Tape Battle

IATA also carries on the airlines' worldwide facilitation campaign against red tape, the maze of customs, immigration and other regulations which hamper and delay international air transport and add millions of dollars a year to its cost to the public.

In this, IATA works closely with ICAO, which sets recommended standards and practices for governments through Annex 9 to its Convention. The basic aim of both organizations is to persuade governments to adapt their border control procedures to the speed and conditions of the aircraft and, in particular, to free tourists, businessmen and students from the more stringent regulations applied to prospective immigrants.

The shock troops of this joint attack on red tape are more than 200 airline personnel at the head offices of airlines and at international airports throughout the world.

Coordinated by the IATA Facilitation Advisory Group, they work constantly with the many government agencies concerned, helping them to implement the ICAO recommendations and to iron out local complications. A further important task is to exercise a similar check on the internal procedures of the airlines themselves.

The major obstacles to facilitation arise, not from the reluctance of governments, but from the accumulation of precedents and procedures originally devised for sailing ships, wagon trains and camel caravans. While centuries of bureaucratic habit cannot be overcome in a night, or even in a generation, a decade of constant facilitation effort by airline and governments alike has achieved very substantial results. Visa requirements have been largely eliminated and many others simplified and reduced.

Much remains to be done, but it has been estimated that since 1947 red tape on many world routes has been cut as much as one third. The resulting economies in paper, printing, personnel and expense to governments and airlines have been an important factor in holding down the cost and speeding the pace of air transport.

Other Services

As an international maid-of-all-work for the airlines, IATA performs many other and widely varied functions. It collects and issues industry statistics. It is a documentation center and publisher on behalf of its members, issuing internal manuals, tabulations of airline distances, technical surveys and reports and the like.

In the field of public relations, IATA maintains a worldwide information program, affords a source of reference and source material for students of air transport, acts as a spokesman for the industry and provides a number of special publicity and promotion services.

The proceedings of the IATA general meetings and the activities of the association are fully reported for the public record in the IATA Bulletin, which is circulated throughout the world and available to the general public.

IATA's Contribution

Since they arise from the basic necessities of international air transport, IATA's aims and its achievements are essentially practical. Yet it also represents a process of cooperation between the enterprises of many nations which is older than all but a few of its members, and a habit of tolerance, understanding and mutual adjustment which has become ingrained in all airline activity.

IATA's contribution, both to air transport and to the world community, has been summed up by the Prime Minister of Canada, the Rt. Hon. Louis St. Laurent, in these words:

"The world's airways would not be operated in the safe and efficient manner in which they are operated if it were not for the work of this association.

"The fact that in so short a space of time you have surmounted international barriers of currency, language and business procedure in order to promote, in the words of your charter, safe, regular and economical transport for the benefit of the peoples of the world offers proof that men of goodwill from many nations with greatly different political and economic conditions can work together for the good of all.

"In this age of air travel and steadily diminishing distances, the nations of the world cannot afford the luxury of hatred, or even of indifference, toward other nations.

"Your association has demonstrated that fact by working for and bringing about ever-increasing international harmony and cooperation among the air transport companies of the world. You are encouraging those of us who have the responsibility for the government of our nations to realize that complex international problems can be solved and that, given goodwill and a community of interest, mutually helpful agreements are possible."

Hildred

Continued From Page 9

sociation had had 15 annual meetings in its present form, it actually goes back 40 years to 1919). In those 21 years, many things have happened, but the most portentous of them in terms of the peace and well-being of the world has been the extraordinary development of air transport as a servant of man.

This development has been apparent in such dramatic events as the spanning of the Pacific this year by the first jet airliners and in such quieter, but even more important ways as the expansion of Asian air transport companies themselves. There are around a dozen member companies of IATA who fly the flags of Asian nations and who between them carry significant amounts of the world's scheduled traffic. We look forward in the future to even more.

The discussions at Tokyo will be much concerned with the future that holds enormous promise and equally enormous problems. The speeds and carrying capacities of the airlines will be doubled within a very short period. So, too, will their capital requirements and the amount of traffic they must find to fill their new turbine-powered fleets. These requirements, and the other complications of the jet age, will not be easy to overcome. But thanks to the decorative motif assigned to this meeting by our hosts, we are starting off the new era in air transport under the best of auspices — the sign of the Tancho-zuru.

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Japanese Tourist Industry Booms

Number of Visitors Expected to Show 30 Per Cent Increase This Year

By KAZUO TAKITA
(From Far Eastern Economic Review)

Japan is looming large as a great tourist country in the Pacific area today with its excellent hotel facilities and colorful landscape. Japan's market is gradually broadening thanks to the extensive aerial and sea transportation network linking her with major countries in the world.

The newly-inaugurated trans-Pacific commercial jet service by Pan American World Airways will greatly contribute toward the increase in the number of American tourists visiting Japan and other parts of the Orient because of the time and comfort advantages of jet travel.

North Polar services operated by three air lines (Air France, KLM Royal Dutch Airlines and Scandinavian Airlines System) linking Japan with major cities in Europe have undoubtedly opened a new gate for Europeans since they have completely transformed the idea that Japan is too far away from Europe.

Australia is fast developing and is now Japan's second best customer after the United States in supplying tourists.

The over-all problem in the Pacific area today is still a shortage of hotel space, but Japan and Hawaii are far ahead of any countries in the Pacific in this respect.

Judging from the reservations booked since January, 1959 the Japan Travel Bureau, the semigovernmental travel agency, estimates that the total number of foreigners to visit Japan this year will amount to 185,000, or 30 per cent more than in 1958. This is the biggest figure on record since the end of World War II.

At this rate, by 1961, a total of 300,000 foreign tourists will visit Japan and spend in Japan foreign currency amounting to U.S. $120 million. In 1957, the number of foreigners visiting Japan totaled 128,077, an increase of 13 per cent over the previous year. Of the total, 84,211 were sojourners (21 per cent increase over the previous year) and 43,866 were shore-excursionists (about the same as the previous year). Total spending was U.S. $64.8 million.

Of the sojourners, the increase of tourists and others including attendants of international conferences in Japan was remarkable, showing 24 per cent and 27 per cent increase over the previous year respectively. Business travelers showed a decrease of 6 per cent. The above sojourners were classified by nationality into Americans 41,401 (49 per cent); British, 7,362 (9 per cent); Chinese, 6,321 (8 per cent) and then Filipinos, Germans, Canadians, French, Thais and Koreans.

In 1958, the number of foreign visitors to Japan was 152,000 including 48,000 shore-excursionists, and their expenditure was approximately $76 million. This represented an increase of 19 per cent in persons and 18 per cent in the amount of their expenditures respectively over 1957. Americans occupied over 50 per cent of the total, with the rest coming from Europe, the Antipodes and the Far East.

In 1957, the amount of tourist revenue ranked seventh among export industries, following vessels, cotton fabrics, iron and steel materials, staple fiber fabrics, sea foods and rayon fabrics. This came to 2.3 per cent of 1957's total export of $2,858 million.

Comparing the figures in 1958 with those in 1949, a gain of almost tenfold is shown.

One of the biggest factors in the yearly increase of the number of foreign visitors to Japan from abroad has been the increasing number of outstanding international conferences and meetings to be held in Japan during the year. Various international organizations are holding their conferences in Japan.

As of the end of January, 1960, there are more than 20 conferences scheduled to be held in Japan. The Tokyo International Trade Fair held in Tokyo in May attracted some 5,780 foreign businessmen representing 75 nations. More than 3,000 foreign and Japanese persons visited the Osaka International Arts Festival in Osaka held in April and May. About 100 delegates participated in the ECAFE meeting in Tokyo in March-May.

The International Conference of Educational Research was attended by some 100 Japanese and foreign delegates in Tokyo in August and September. The Annual General Meeting of the International Air Transport Association (IATA) to be held in Tokyo for four days beginning Oct. 12 will be attended by more than 700 airline executives and their families and aircraft manufacturers from all over the world.

Some 500 representatives representing 41 nations and observers representing another 10 countries will participate in the 15th general assembly of the General Agreement on Tariffs and Treaty (GATT) for four weeks beginning Oct. 26.

Another factor that makes Japan's tourist outlook so bright is the second advent of "Big Cruise Days." Five luxury cruise ships have called at Japanese ports, with two more ships to come later this year.

The ships that have visited Japan so far are:

M.S. Bergensfjord of the Norwegian-America Line, 350 tourists; arrived in Kobe March 8, and left Yokohama March 13;

M.S. Kungsholm of the Swedish-America Line, 350 tourists; arrived at Kobe March 17 and left Yokohama March 22;

S.S. Statendam of the Holland-America Line, 550 tourists; arrived in Kobe March 28 and left Yokohama April 2;

R.M.S. Caronia, 550 tourists; arrived in Kobe March 17 and left Yokohama April 12;

T.S.M.V. Kanimbla of the McIlwraith McEacharn Ltd., 350 tourists; arrived in Yokohama May 20 and left Kobe May 27;

S.S. Orsova of the Orient Line, 1,500 tourists; arrived in Yokohama Sept. 19 and left Kobe on Sept. 24;

T.S.M.V. Kanimbla, 350 tourists; arrived in Yokohama Sept. 24 and left Kobe Oct. 2.

The Orient and Pacific Lines, a combined force of the P.&O. and Orient Line in Australia, has started a new liner service in the Pacific linking Great Britain with Japan, Canada, the U.S. West Coast, Australia, New Zealand, Hongkong, the Philippines and Hawaii.

As one step toward attracting more foreign visitors to Japan, the Japanese Government has been in close cooperation with various governmental, semi-governmental and private agencies to ease the various restrictions on entry from abroad. At present, visitors from 15 countries do not require visas on reciprocal basis while some visitors from the United States, Canada and England are exempt from visa fees. Air passengers, if they have no unaccompanying luggage, may declare their belongings orally.

In 1956, the Japanese Government drew up fundamental measures for the promotion of the tourists industry in compliance with the growing impor-

Continued on Page 19

The magnificent Kegon Waterfall at Nikko, one of the sights which the delegates to IATA's annual general meeting will see on their visit to this noted tourist resort Wednesday.

Bird's-eye view of Tokyo International Airport facing Tokyo Bay

The shopping arcade inside the terminal building of Tokyo International Airport offers a wide variety of typically Japanese goods, thus enabling the foreign visitors to do some last-minute souvenir shopping.

Tokyo Int'l Airport— Aerial Gateway to Japan

Tokyo International Airport, popularly called Haneda airport, is the largest aerial gateway to Japan as far as passengers and cargo are concerned.

In 1958, a total of 129,040 passengers left Tokyo International Airport for abroad, while 123,533 passengers arrived. The figures represent an increase of 13.8 per cent over 1957.

Today, the Tokyo International Airport has replaced Yokohama and Kobe harbors as the gateway to Japan.

The present terminal building at Tokyo International Airport is the only one of its kind owned and managed by a private company under the guidance of the Japanese Government. This private company is the Japan Airport Terminal Building Co., Ltd.

The Japan Airport Terminal Building Co. was established on July 20, 1953, as a joint stock corporation with the backing of the Japanese Government. Before the present terminal building was built, offices of 13 air carriers had been located in a structure originally built for one domestic airline in 1929.

Various facilities are available for the convenience of foreign travelers and visitors to the terminal building, including foreign exchange banks, an office of the Japan Travel Bureau, and international telephone service.

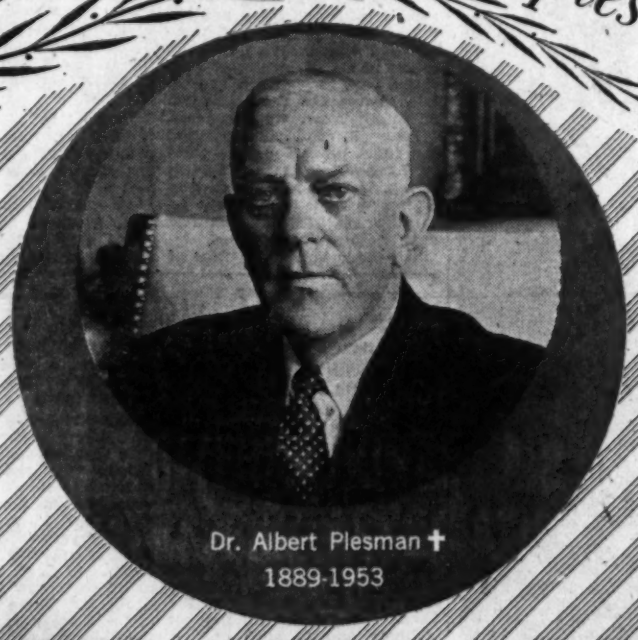
In preparation for the jet age, reclamation work on a 3,500-foot runway has been under way since April, 1959. The new jet runway will be built parallel with the present main runway by the end of next March, or one year later than originally scheduled.

In the meantime, the present main runway has been extended by about 150 meters as a stopgap measure.

Until the completion of the new runway, the Transportation Ministry is limiting the number of passengers and fuel carried on jet aircraft operating out of Tokyo International Airport's present main runway.

The new runway will not be completed in time for the beginning of Douglas DC8 Jetliners scheduled for 1961.

"The Air Ocean Unites All Peoples"



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Impact of High-Speed Jets On World Air Transportation

By STANISLAW KRZYCZKOWSKI
Technical Director, International Air Transport Association

High-speed jets are now well entrenched on the international air transport scene, and 1959 has been the first full year of their operation. At the year's close, a dozen airlines will be flying the big turbojets. Many more will have them in the air during 1960.

Air transport in every area of the world has felt the impact of their arrival. But this impact is taking on particular importance in the Far East where longer distances and flight times combine to make the jet an especially dramatic new fact.

In the Far East there are now six types of turbine-powered aircraft flying on scheduled routes. Four of these types are turboprops, and two are "pure" jets. With their progressive greater use during the months to come, Asia's countries and cities will be drawn closer to one another, and closer to the rest of the globe, than ever before.

There will be more seats for passengers in the bigger aircraft, and more cargo space available to assist the acceleration and increase of trade between nations in this busy part of our world. And all these services will be available to individuals and commerce on conditions more attractive than ever before.

But the achievement of these benefits has not, and will not, come about without thought and care. Behind the introduction of jets, and their present and future successful operation, lies the story of extensive international cooperation by the airlines. The medium of their cooperation, as always, has been the International Air Transport Association.

With the advent of the first military jets in the sky, those of long-sight saw its potentialities as a means of peaceful transport. More than a decade ago, individual airlines and IATA began to establish close cooperation with the manufacturing industry and with individual governments, air forces and civil aviation administrations to plan for the orderly introduction of turbine-powered transport equipment.

This kind of joint effort is today evident throughout the Far East in the work of several IATA committees, working groups and panels of experts. All these keep in close touch with the requirements of jet operations, and with those who will be most immediately affected by them.

Stanislaw Krzyczkowski

The technical experts of the airlines and of IATA have not been alone in these preparations. Airline traffic and facilitation specialists have equally made their contribution as well.

By 1950, the worldwide pattern of technical cooperation among the airlines was sufficiently effective to enable IATA to organize a large technical symposium at Asbury Park, N.J., to discuss—for the first time on a fully international basis—the maintenance and operation of turbine-powered aircraft. To this gathering came representatives of the airlines, manufacturers, government agencies and research establishments from all over the world.

The work done by these men has since proved highly valuable. They inquire into all fields of turbine-powered aircraft operations, and their findings and lines of inquiry provided a basis for intensive study and investigation in the years ahead both within IATA and the industry as a whole. This has enabled satisfactory solutions to be found to many problems. An equally useful result has been the demonstration that the early concern of the symposium about some aspects of jet operations was needless.

Several specialized working groups were established to analyze the new requirements for jet air transportation. Since 1950, each annual IATA Technical Conference has reviewed a number of these requirements, and has related them to the planning activities of the airlines, governments and manufacturers. Top representatives of worldwide aviation interests have always attended conferences and close cooperation has been maintained with the International Civil Aviation Organization, with national administrations, and with other organizations.

The IATA Regional Technical Panel for the Pacific has been particularly go-ahead in following up the recommendations of these conferences. Because of their work, the Pacific was the first region in which the requirements for jet operations were taken into account during the advance planning of facilities and services.

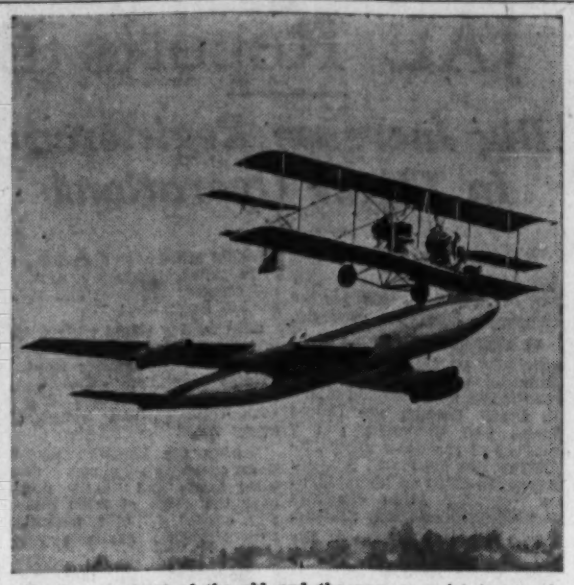
Within the past year, two teams of airline specialists on air traffic control organized by IATA have conducted field missions throughout the East to discuss the requirements for bringing jets into operations.

Because of their high rate of fuel consumption at low altitudes, jets need special handling procedures if they are to operate economically. The work of the two missions has helped prepare for the introduction of jets into the traffic patterns of various Pacific airports with the least possible interference with existing methods of handling piston-engine traffic.

Their discussions have been with local civil aviation authorities at Bombay, Colombo, Saigon, Singapore, Djakarta and Melbourne, this year, and with those at Karachi, New Delhi, Rangoon, Bangkok, Manila and Tokyo late last year.

In the Pacific and in other regions of the world, a great deal has thus been achieved in preparing for the jet age. There is an international pool of operating information and experience upon which every airline anywhere has been able to draw for guidance and planning. This technical cooperation among airlines has helped to ensure that facilities and services will be adequate to accommodate the new aircraft and the greater number of passengers and cargo they will bring to every land.

The wind of technological advance sweeps over the world. If we are to ride this wind with skill, and harness the forces of the future to the full benefit of mankind, there must be no relaxation of the airlines' cooperative endeavor to learn to the utmost the lessons which present knowledge can teach us.



Here's a contrast of the old and the new as a jet transport streaks past an ancient Curtiss pusher plane of 1912 vintage. The pusher was near its top speed of 60 mph as the picture was taken, with the jet obligingly "posing" at a sedate 180 mph. Normal cruising speed for the latter is around 600 mph.

Profile of Director General

Sir William Percival Hildred, director general of the International Air Transport Association since 1946, has been prominently identified with civil aviation for more than two decades.

Born at Hull, in Yorkshire, on July 13, 1893, he is a Master of Arts of the University of Sheffield.

He entered the British Treasury in 1919; became finance officer to the Empire Marketing Board in 1926; and in 1934 was named head of the Special Measures Branch of the British Ministry of Agriculture and Fisheries.

A year later, when many Continental European countries began to impose currency restrictions, he became deputy general manager of the Export Credits Guarantee Department which was set up to cover the position of British exporters. He also assisted in planning and creating the department which developed into the wartime Ministry of Information.

Sir William entered aviation in March 1938 when, following the report of the Cadman Committee, he became deputy director general of Civil Aviation for the United Kingdom. Soon after the outbreak of World War II he left this post to became principal assistant secretary in the Air Ministry. When the Ministry of Aircraft Production was formed early in 1940, he was transferred to that department, where he served for 50 weeks under Lord Beaverbrook, the first Minister.

In June 1941 Sir William was posted to Montreal where, with Air Marshal Sir Frederick Bowhill, he assisted in the establishment of the RAF Ferry Command which was engaged in the flight delivery of bombers across the Atlantic.

When Ferry Command had been established in operation, he was promoted to the post of director general of Civil Aviation in the United Kingdom in October 1941. In April 1945, civil aviation in Britain was for the first time separated from the Air Ministry and Sir William became the first permanent head of the new Ministry of Civil Aviation. He held this post until March 31, 1946, when he was elected director general of IATA.

A veteran of World War I, in which he served four years in the First York and Lancaster Regiment, Sir William was also a major in the Civil Service Battalion of the Home Guard during World War II.

Sir William became an officer of the Order of the British Empire in 1934 and a Companion of the Order of the Bath in 1942; and was knighted by King George VI in 1945. For his contribution to the maintenance of Netherlands civil aviation in Britain during the occupation of Holland, he was appointed Grand Officer of the Order of the Oranse Nassau; and in 1948, he became a Commander of the Order of the Crown of Belgium. He is also an Honorary Companion of the Royal Aeronautical Society.

Sir William is married to the former Constance Mary Chappell, a physician. They have two sons, a daughter and four grandchildren.

List of International Airlines Belonging to IATA

Active Members (80)

* Aer Lingus Teoranta (Dublin)
* Aerlinte Eireann (Dublin)
Aerolineas Argentinas (Buenos Aires)
Aeronaves de Mexico S.A. (Mexico City)
Aero O/Y (Helsinki)
* Aerovias Nacionales de Colombia (AVIANCA) (Bogota)
* Air Algerie (Algiers)
* Air Ceylon Limited (Colombo)
* Air France (Paris)
* Air India International (Bombay)
Air Liban (Beirut)
* Air Vietnam (Saigon)
* Airwork Limited (London)
* Alitalia-Linee Aeree Italiane (Rome)
* American Airlines Inc. (New York)
* Austrian Airlines (Vienna)
* Aviacion y Comercio S.A. (AVIACO) (Madrid)
** Braniff International Airways (Dallas)
* British European Airways (London)
* British Overseas Airways Corporation (London)
* Canadian Pacific Lines (Vancouver)
* Central African Airways Corporation (Salisbury, Southern Rhodesia)
* Ceskoslovenske Aerolinie N.P. (Prague)
Civil Air Transport Co. Ltd. (Taipei)
** Compania Cubana de Aviacion (Havana)
* Compagnie de Transports Aeriens Intercontinentaux (TAI) (Paris)
* Cyprus Airways Limited (Nicosia)
** Delta Air Lines Inc. (Atlanta)
* Deutsche Lufthansa (Cologne)
Divisao de Exploracao dos Transportes Aereos "DETA" (Lourenco Marques)
Divisao de Exploracao dos Transportes Aereos "DTA" (Luanda)
* Eagle Airways of Britain (London)
East African Airways Corp. (Nairobi)
** Eastern Air Lines Inc. (New York)
El Al Israel Airlines (Tel Aviv)
* Empresa de Viacao Aerea Rio Grandense (VARIG) (Porto Alegre)
* Ethiopian Air Lines (Addis Ababa)
* Flugfelag Islands H. F. (Reykjavik)
* Garuda Indonesian Airways N. V. (Djakarta)
* Guest Aerovias Mexico S.A. (Mexico City)
* Hunting-Clan Air Transport Ltd. (London)
* IBERIA, Linreas Aereas de Espana (Madrid)
* Indian Airlines Corporation (New Delhi)
Iranian Airways (Tehran)
* Iraqi Airways (Baghdad)
* Japan Air Lines Co. Ltd. (Tokyo)
* Jugoslovenski Aerotransport (JAT) (Belgrade)
* KLM Royal Dutch Airlines (The Hague)
Linea Aerea Nacional (LANCHILE) (Santiago, Chile)
* Linea Aeropostal Venezolana (Caracas)
* Malayan Airways Ltd. (Singapore)
* Middle East Airlines Co. S.A. (Beirut)
Misrair S.A.E. (Cairo)
** National Airlines Inc. (Miami)
* Northwest Airlines Inc. (St. Paul)
* Olympic Airways S.A. (Athens)
* Pakistan International Airlines Corp. (Karachi)
* Panair do Brasil S.A. (Rio de Janeiro)
* Pan American Grace Airways Inc. (New York)
* Pan American World Airways Inc. (New York)
* Philippine Air Lines Inc. (Manila)
Polish Airlines "LOT" (Warsaw)
* Qantas Empire Airways Ltd. (Sydney)
Real Aerovias Nacional (Sao Paulo)
* Scandinavian Airlines System (Stockholm)
* Seaboard & Western Airlines (New York)
Servicos Aereos Cruzeiro do Sul S.A. (Rio de Janeiro)
* Skyways Limited (London)
* Societe Anonyme Belge d'Exploitation de la Navigation Aerienne (SABENA) (Brussels)
* South African Airways (Johannesburg)
Sudan Airways (Khartoum)
* Swiss Air Transport Co. Ltd. (Zurich)
* Tasman Empire Airways Ltd. (Auckland)
* Trans Canada Air Lines (Montreal)
Transportes Aereos Portugueses (TAP) (Lisbon)
* Trans World Airlines Inc. (New York)
* Turk Hava Yollari (Ankara)
* Union Aeromaritime de Transport (UAT) (Paris)
** United Air Lines (Chicago)
* WAAC (Nigeria) Limited (Lagos)

Associate Members 10

* Australian National Airways (Melbourne)
Chicago Helicopter Airways Inc. (Chicago)
Flying Tiger Line Inc. (Burbank)
Hawaiian Airlines (Honolulu)
South West Airways (Pty) Limited (Windhoek)
** New York Airways Inc. (New York)
* New Zealand National Airways Corp. (Wellington)
* Quebecair Inc. (Rimouski)
* Trans Australia Airlines (Melbourne)
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JAL Reports Best Year in Its History

Big Increase Registered In Flight Operations

Japan Air Lines reports that the fiscal period April 1, 1957 through March 31, 1958 was the company's best year thus far.

In addition to increased flight schedules on international and domestic routes, JAL aircraft made three nonscheduled flights to Brazil through the United States and Venezuela and a number of chartered flights, including two for Prime Minister Nobusuke Kishi on his missions to Southeast Asian countries and Australia and New Zealand.

In a year of new records, the airline's aircraft flew 8,312,196 miles, which was 1,488,322 miles or 21.8 per cent more than in the 1956-57 fiscal year. At the same time, passenger and cargo capacity increased by 18.4 per cent to 47,459,922 ton-miles.

The increase in flight operations and capacity was largely made possible by the consolidation of the company's fleet of Douglas aircraft. To its DC4's and DC6B's, three new DC7C's were added in the last seven weeks of the year.

The airline's good safety record has been maintained. During the year, one accident occurred on a domestic flight. However, a major disaster was averted by the efficiency and heroism of the crew. Neither fatalities nor serious injuries resulted from the mishap.

To cope with the continued increase in trans-Pacific traffic, the flight frequency on JAL's "Sunshine Route" (Tokyo-Honolulu-San Francisco) was increased from four to five round trips a week beginning April, 1957.

During these 12 months JAL's fleet flew 13,510 hours and 3,592,082 miles over the route of 6,774 miles, producing 21,252,845 capacity ton-miles and 177,933,545 seat-miles.

Two weekly round trips were maintained throughout the year on the "Orient Courier Route" (Tokyo - Hongkong - Bangkok). One other flight linked Tokyo with Okinawa and Hongkong every week.

During the 12-month period the company's planes flew 3,360 hours and 848,100 miles over the route of 3,100 miles, and offered 4,573,107 ton-miles and 41,582,205 available seat-miles.

The short haul mono-class overseas service between Fukuoka, business center of Kyushu island, and Naha, government seat of the Ryukyu Islands, continued with twice-weekly flights throughout the year.

These flights originated in Tokyo as part of the domestic services connecting Japan's capital with Osaka and Fukuoka.

The company's "Skymasters" flew 114,471 miles over the route of 553 miles, carrying 562,100 ton-miles and 6,182,450 seat-miles of capacity.

Domestic Routes

Japan Air Lines operates trunk routes in Japan, which link Tokyo with three other important population centers. These are Sapporo, capital of the northern-most island of Hokkaido, Fukuoka, economic center of the southern-most island of Kyushu, and Osaka, traditional hub of Japanese industry.

Corresponding with summer-time increase in the number of tourists to Japan, the airline introduced during the period between July 20 and August 20 special night-time "Aurora flights" between Tokyo and Sapporo.

The company's DC4's flew a total of 3,757,543 miles over the trunk sky lanes, providing 21,071,861 ton-miles and 225,042,085 seat-miles in the year.

Air traffic in Japan and that originating from, arriving in or passing through Japan, was 35.8 per cent heavier than in the previous fiscal year. Corresponding with this, Japan Air Lines flew 34,144,952 ton-miles—4,735,947 ton-miles or 16.1 per cent more than in the 1956-57 fiscal year and produced a weight load factor of 71.9 per cent.

The company's passenger traffic registered a total of 315,746,502 passenger-miles, which was 42,007,140 passenger-miles or 15.3 per cent more than in the previous period. The resulting passenger load factor was 70.1 per cent.

The airline carried a record number of 45,833 international passengers of which 11,239 were first class and 34,594 tourist class. This was 10,438 passengers or 29.5 per cent more than for 1956-57 and represented a passenger load factor of 66.5 per cent. Revenue passenger-miles increased by 26,915,931 to 149,994,243 miles.

The company enjoyed a substantial increase in the volume of mail carried across the Pacific and East China Sea. This total is 2,136,674 ton-miles, an increase of 473,335 ton-miles or 28.5 per cent over 1956-57.

JAL cargo traffic continued to grow throughout the fiscal year. Loads flown increased by 9.5 per cent to 3,538,581 ton-miles.

Of passengers served by our domestic trunk routes, JAL's monoclass aircraft carried a record number of 377,780 passengers. This was 32,193 passengers, or 9.3 per cent, more than during the 1956-57 fiscal year. Revenue passenger-miles increased by 10 per cent to 165,752,259 miles and produced a load factor of 73.7 per cent, well above the average of other carriers throughout the world.

Revenue-earning loads were flown 20,512,105 ton-miles, an increase of 19.9 per cent over 1956-57. This produced a load factor of 77.7 per cent compared with 78.1 per cent for the previous year.

The volume of airmail flown by JAL's domestic fleet showed the greatest rate of increase among all types of traffic. This was 26.5 per cent over the previous year. In round figures this record ton-mileage of airmail was 381,000, representing an increase of 80,000 ton-miles.

Cargo flown within Japan also increased impressively by 114,163 ton-miles, or 17.1 per cent more than during the previous year. The new record total was 783,128 ton-miles.

From April 1, 1957 to March 31, 1958, Japan Air Lines' staff grew from 1,656 to 1,987, including 182 locally procured employes at overseas stations and off-line offices. This increase in personnel was partly a direct result of the growth of JAL's traffic during the year and partly a prerequisite for the further expansion of the company's operations.

Of the total number of employes on March 31, 1958, flight personnel numbered 344, as against 336 a year previous.

During the year under review, average output, based on capacity offered, increased by 2.1 per cent to 24,706 ton-miles per employe.

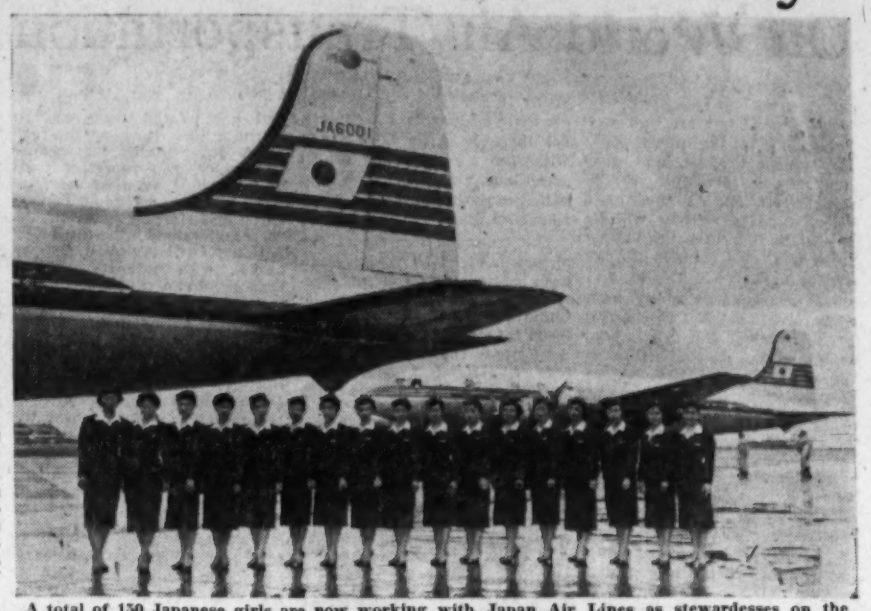
On March 31, 1958 Japan Air Lines had a fleet of 22 aircraft and five new aircraft were on order with Douglas Aircraft Co.

Ten Douglas DC4's, of which two were received in February, were in use for domestic services. Three DC7's, delivered in the last four months of the 1957-58 fiscal period, were consolidated with five DC6B's and these eight aircraft were used in the company's international operations. One chartered DC6B was returned to PAA in February 1958. Three DH114 Herons were chartered to All Nippon Airways throughout the year, and a Beechcraft was used for training.

The five planes on order were one DC7C and four DC8's.

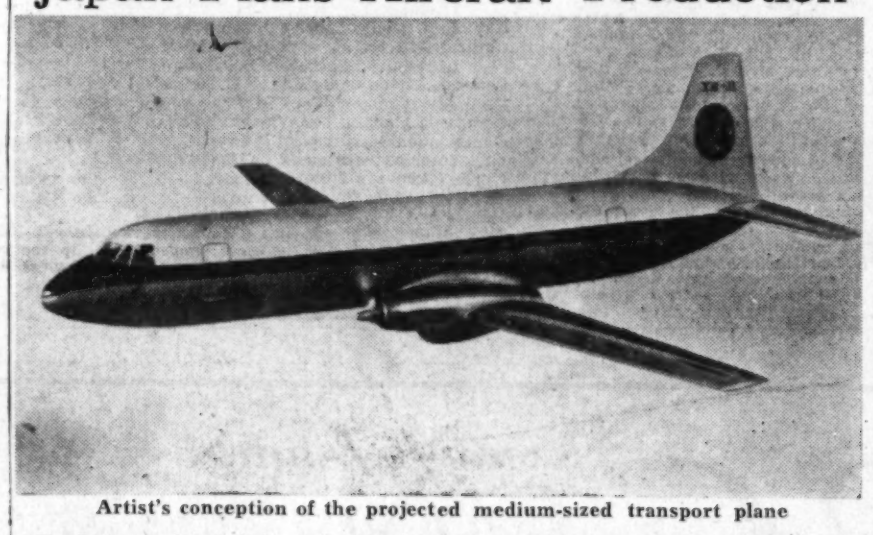
Both line and major maintenance work for the company's fleet are being performed by the Japan Aircraft Maintenance Co., JAL's affiliate and subsidiary.

JAMCO, capitalized at ¥700,000,000 of which 57 per cent is invested by JAL, is licensed by the International Trade and Industry Minister and the Transportation Minister, as well as the U.S. Civil Aeronautics Administration. Though the major part of its work is for JAL, it performs services for foreign and other domestic carriers as well, such as Air France, AII, KLM, SAS, Swissair and All Nippon Airways.



A total of 150 Japanese girls are now working with Japan Air Lines as stewardesses on the company's international and domestic network. The JAL stewardesses wear kimono on the airline's Honolulu-San Francisco flights.

Japan Plans Aircraft Production



Artist's conception of the projected medium-sized transport plane

The Japanese aircraft industry has launched a long-range program for the production of medium-sized transport aircraft suitable for the short-to-medium range operations in Japan and Southeast Asia.

The program has been making steady progress since the Ministry of International Trade and Industry established a semi-governmental aircraft manufacturing company for the purpose of developing the projected aircraft in coordination with six major Japanese aircraft manufacturers.

The semigovernmental company, called Nihon Aircraft Manufacturing Co. Ltd., came into being on June 1, 1959. Taizo Shoda, former adviser to the Mitsubishi Heavy Industries, Reorganized, was elected to the presidency of the company.

The possible production in Japan of medium-sized transport aircraft powered by Rolls-Royce Dart engines had been studied by six major Japanese aircraft manufacturers for some time until the establishment of the Nihon Aircraft Manufacturing Co.

The six companies are Mitsubishi Heavy Industries, Reorganized; Kawasaki Aircraft Co.; Fuji Heavy Industries Co.; Shin-Meiwa Industries Co.; Japan Aircraft Co., and Showa Aircraft Co.

The projected Japanese-designed medium-sized transport aircraft, called YS11, is a low-winged monoplane designed for the short-to-medium range operations. The aircraft is powered by two Rolls-Royce Dart R. Da-10 turboprop engines.

Its cruising speed is expected to be 490 kilometers per hour. Over-all length of the aircraft is 25.8 meters with a wing span of 95 meters. It will have a range of 1,000 kilometers and accommodation for 60 passengers.

The semigovernmental NAMC is currently engaged in the production of two prototypes of the YS11. In addition to these, one plane will be built for static tests.

The first prototype aircraft is scheduled for completion in 1961 and the second in April, 1962.

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the Members of IATA
on the occasion of their 15th Annual Convention Meeting
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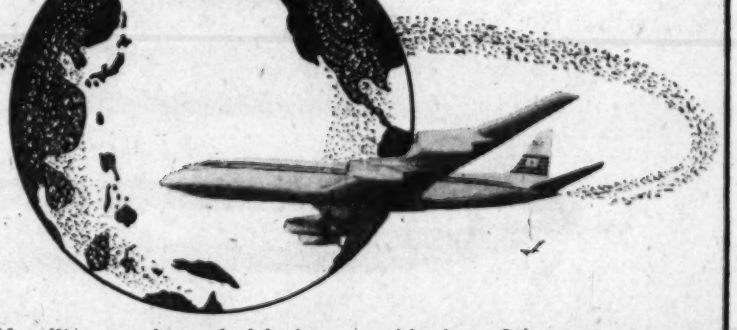

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New Problems Tackled

Fueling Jet Airliners

No standard of fuel purity can ever be too high for the safety performance and economic maintenance of modern civil aircraft engines. Liquids that appear to be perfectly clean often contain minute quantities of tiny, solid particles. When those liquids are in fact aircraft fuels, they could have harmful and even tragic consequences. The elimination of such contamination has always been the constant concern of fuel suppliers.

The development of turbine engines and the use of kerosene type fuels, however, called for new techniques of quality control since the physical properties of these fuels differ from those of gasoline while the turbine engine itself is much less tolerant of contamination than the reciprocating engine.

The fuel pumps, for example, handle the large fuel quantities consumed by jet airliners under much higher pressure and wear can be excessive if even minute particles of solid matter are present. Kerosene has a higher specific gravity than gasoline and is more viscous, so that any particles that are in it settle out less rapidly.

These were only two of the considerations that demanded study of the kind that is being given to them at Shell Research Centers in the U.S.A. and Britain. That study has already produced many practical results while others are in a development stage that holds the promise of their early adoption in aviation practice.

Considerable research is devoted to the types of filters employed at every stage of the fuel's journey from the refinery to the aircraft. One such piece of equipment is the microfilter which is the final safeguard against contaminated fuel entering the aircraft.

This has been the subject of intensive study at Shell's Thornton, England) Research Center and work is now in progress that aims at reducing the amount of solids in the fuel to an absolute minimum and insuring that no particles bigger than one or two microns (one-thousandth millimeter) remain.

Methods of analyzing the performance of filters had to be specially devised. A full scale filter testing rig was constructed which enables Shell, by relatively short tests, to evaluate the efficiency, capacity and life of various filters. Evaluation of microscopic material itself required special techniques and apparatus.

Visual method of counting formerly used has been replaced by adapting the Casella Electronic Particle Counter which was originally developed for analysis of blood in hospitals. This apparatus enables particles from less than one micron up in size to be detected and counted to the quantities of several hundred thousand.

Water Contamination

Solid matter is not the only bogey that the fuel supplier must fight. The possibility that fuels can become contaminated with water is a constant concern since at the low temperatures encountered at high altitude flight this could conceivably appear as ice crystals which might clog the engine filters.

Internal assembly of a high-flow microfilter unit

Although modern turbine engine aircraft are equipped with fuel heaters or similar devices the amount of ice formation with which they can cope is limited. Settling-in tanks and floating suction devices have been developed and have proved effective but research is now being devoted to alternative methods such as water separators.

In spite of the number of checks that are made to insure that the fuel is free from contamination, the human element still remains as a weak link in the chain. To eliminate even this possibility, however, Shell has developed an automatic device which, when inserted in the feed line, monitors the fuel quality and automatically shuts down the flow if impurities, such as water or grit, are present in the fuel.

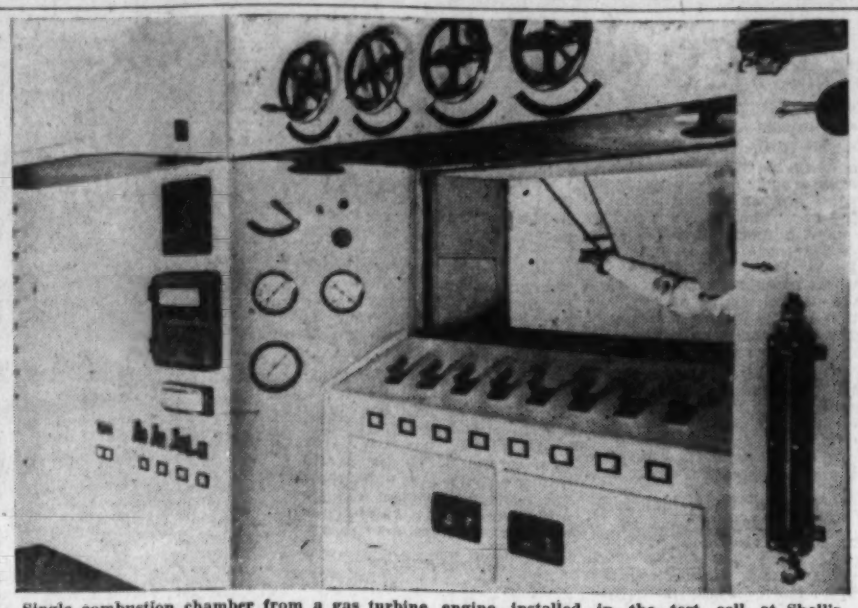
This fuel monitor is about to undergo extensive trials and when these are completed it is expected to become as standard a piece of fueling equipment as the water detector which Shell developed a few years ago.

The Shell water detector resembles a standard hypodermic syringe with a cylinder instead of a needle through which the fuel passes. This cylinder contains a sensitized paper that changes its color in the presence of water. So sensitive that it can detect through parts of water in 100,000, it is in regular use at all airfields supplying Shell Aviation Turbine Fuel.

Static Electricity

There is always a possible danger when fuels are flowing rapidly through a filter that powerful electric charges might be generated. These could be carried with the fuel into the aircraft tanks and a large amount of charge might build up. If the charge was unable to disperse to the earthed sides of the tank, a strong field might develop in the vapor space and provide enough potential for a spark to pass.

In Shell's fueling experiences so far no real trouble from static electricity has been experienced. Looking to the future, however, when large jet airliners will require higher flow rates than ever before, Shell has been investigating the possibility of static electricity becoming a serious problem. So far their findings suggest that even at the highest flow rates yet achieved the likelihood of an explosion remains remote.



Single combustion chamber from a gas turbine engine installed in the test cell at Shell's Thornton Research Center during an investigation of fundamental problems of combustion.

In addition to these investigations, they have conducted research into the electrical properties of fuels and have discovered an additive which will greatly reduce the charging capacity of fuels. It works by increasing the conductivity by a large enough factor to eliminate the danger of a substantial electric charge being carried by the fuel.

Fueling Development

Two of the problems of the jet airline era have arisen simultaneously. The increase of airfield traffic is limiting the maneuverability of fuel carrying tenders; and the increased fuel capacity of the new airliners which must be filled at initial rates of about 1,000 gallons per minute in order to reduce costly on-the-ground time to a minimum.

Both problems are receiving urgent attention and action, directed particularly at the development of hydrant fueling. This is the system whereby fuel is fed by pipeline from the main storage area on or near the airfield to hydrants placed at the aircraft parking positions on the apron.

Its main advantage is that large quantities of fuel can be delivered to a number of aircraft simultaneously with a minimum of congestion on the apron. The only vehicle involved is a small mobile dispenser providing the links between hydrant and aircraft and housing the microfilter, pressure control valve and fuel meter.

How Much Runway Needed for Jets?

(From The Airline Pilot)

Jets burn fuel at a very high rate (13,400 pounds per hour for the 707-120.) A two-hour flight would use up 26,800 pounds of fuel; a six-hour flight, 80,400. Since the length of flight makes such a big difference in fuel carried, takeoff gross weight—and, therefore, takeoff distance—is essentially governed by stage length.

The takeoff distance for a given gross weight must be increased for runway elevations above sea level and outside air temperatures above standard (59 degress F.). High temperatures, in particular, call for sizable increases. When the temperature rises 10 degrees F, a turbine engines loses three per cent of its power—compared with one per cent for a piston engine. CAB's turbine operating rules make the airlines up takeoff distance (or cut gross weight) for every degree F. above standard. (Operating rules for current piston-powered airliners are far less stringent.)

A DC8 or 707 operating over a stage 800-1,000 miles can takeoff with full payload from a 7,000-8,000-foot runway at near-standard temperature. Up the stage length to the 2,600 miles of a transcontinental nonstop flight, and the runway length needed for a plane with a full payload jumps to around 10,000 feet. Operate the same plane over the same stage from a 2,500-foot-high airport on a calm, 90-degree F. day, and you'll need 11,500 feet of runway.

How much runway a jet needs is a question that each airline must answer on an airport-by-airport basis. Make the stage too short, and the flight will operate at a loss. Make the stage longer to attract enough passengers, and payload may have to be reduced on hot days. Ask for enough runway to take care of the hottest day, and watch how airport management simply can't provide it—or how airline management can't pay for it. But asking for less runway increases the risk that payload will have to be off-loaded when temperatures increase the runway requirement above what's been asked for.

Airline management must balance the probability of offloading (and its economic consequences) against the cost of longer runways. It will not be possible to say how much runway will be needed for a jet unless these points have been ironed out.

No-Passport Travel Sought by Airlines

Air travelers should be allowed to fly the globe on an air ticket and a driving license—instead of having to produce their passports to border officials.

This is another aid to more carefree and speedier travel which the world's airlines want to achieve for holidaymakers and those who regularly fly the airways. The campaign to persuade governments to relax their requirements for passports as evidence of identity is being carried out by the facilitation specialists of airlines belonging to the International Air Transport Association.

These specialists are also advocating selective or sample inspection of baggage and cargo by customs authorities.

They are following a newly agreed policy of the association's Facilitation Advisory Group. The group's aim is to cut international red tape of airports so that air travelers spend as little time as possible on formalities both before and during their journeys. If full advantage is to be taken of the new jets and their greater frequency of landings and takeoffs, time spent on the ground must be cut to the practical minimum.

In the latest amendments to IATA's Facilitation Policy Manual, the group says: "Governments should be urged to simplify their documentary requirements for arriving tourists. At the present time some states do not require passports, but accept instead any standard form of identity including an expired passport."

Certain neighboring states already allow their respective residents to travel between their territories without having to obtain special documents. The U.S.A. has such reciprocal agreements with Canada and Mexico, for instance; and so do Denmark, Norway and Sweden. IATA hopes that more arrangements of this kind will be agreed upon.

The association feels that acceptable forms of identification should be those which travelers already possess, such as driving licenses, birth certificates, national identity cards or expired passports—anything by which tourists can prove their identity in their own countries. A journalist's professional identity card and photograph, for example, are often recognized by the police of his country as proof of identity, and might equally prove acceptable to other governments.

If more governments adopt a less rigid policy, the time, expense and inconvenience involved in obtaining travel documents will be eliminated, and another barrier to easier travel will be brought down.

The customs authorities of most countries no longer insist on inspecting the baggage of outgoing passengers. However, a strict check is often made on inbound baggage and this sometimes delays passengers anxious to speed to their hotels in a new country, or to their homes after they return from abroad.

The airlines' facilitation experts are therefore campaigning for a less meticulous inspection of inbound baggage. They suggest instead a system whereby customs officers pick out a "sample" piece of a passenger, or simply select a few samples from all the baggage arriving off a plane.

The delivery of cargo is also slowed down if customs inspection is too painstaking. The gains a shipper obtains whenever he speeds goods by air are thereby frustrated.

IATA is now recommending that customs authorities should also inspect import cargo on a sampling or selective basis.

"In applying this principle," says the Facilitation Policy Manual, "authorities should, in consultation with airlines, devise physical means for carrying out inspection rapidly and in such a way that special ground handling of the bulk of the cargo for inspection purposes is not required.

"Many shipments bear little or no duty. In these cases meticulous inspection is likely to be uneconomical, and often the costs of administering customs regulations will be higher than the revenue derived.

While recognizing that customs authorities must inevitably reserve the right to inspect all cargo, the airlines hope that this right will be asserted only where necessary—in cases where fraud is suspected, or where it is considered desirable to check the actual contents to assess values.

Members of IATA's Facilitation Advisory Group will hold their next meeting at Rome in connection with the fifth session of the International Civil Aviation Organization's Facilitation Division which opens there on Dec. 1. The IATA representatives will review a large number of proposals to facilitate many aspects of air commerce, and they will present them to ICAO, the United Nations Agency through which governments evolve and recommend standards and practices in this field.

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De Havilland's Airco D.H. 121

Airco D.H. 121, powered by three Rolls-Royce RB163 by-pass jet engines

One of the world's most famous aircraft designers admitted recently that the jetliner has "invaded the short-range field" a full 10 years before he had predicted.

It was inevitable that somebody would design and build a pure jet airliner to fill the obvious wants of operators whose main traffic is over short distances. Britain's noted De Havilland Aircraft Co.—builders of the Comet 4—in cooperation with Fairey Aviation and Hunting Aircraft, have started production of the Airco 121 which appears to be the ideal solution for carriers who are permanently committed to serve short hauls.

The D.H.121 is aimed at the short-haul market and is designed to carry a moderate-size load at very high speed, with very low passenger-mile costs, out of airports having moderate-length and even short runways.

This general specification is in line with the findings of a world-wide market research conducted by Aircraft Manufacturing Co., Ltd., and it is clear that the requirement of British European Airways corresponds closely with that of short-haul operators in all continents.

There are approximately a thousand aircraft of this class in service or on order today, not counting the large number of DC3s on less sophisticated operations.

Characteristics

Because of its high speed, low operating costs and the advanced design that results from Airco's experience, especially Comet experience, the 121 is not expected to be superseded for many years. It may be described as the ultimate in subsonic speed combined with the best possible operating economy. Its maximum cruising speed is more than 600 m.p.h., (Mach 0.875 at 25,000 ft., 7620 m.), and its best economy is attained at very nearly that speed—in fact, at a higher speed than is claimed for any other commercial jet aircraft.

With full load the Airco D.H. 121 can use runways less than 6,000 feet long and operate stages up to about 1,200 statute miles. From runways longer than the modest 6,000 feet longer stages can be flown with full payload, for instance London-Moscow non-stop, which is about 1,600 miles.

Drawing upon the example of the Comet 4 the Airco D.H. 121 will have docile handling and landing qualities, and it will be equipped for automatic landing for safe all-weather operation.

This short-field capability will enable the aircraft to serve a very large number of small towns, whose air-travel needs are sure to grow, and will play an important part in making jet-travel standards available in less developed areas of the world; the 121 will be universally acceptable.

An associated feature will be the ability to land safely with a high weight (95 per cent, of the maximum take-off weight), so as to operate stopping services without having to refuel.

The excellent take off and climb will carry engine noise high away above built-up areas; jet-noise suppressors will be fitted and the exterior noise generally will be no more than with present-day propeller-driven short-haul liners. The rear-mounting of the engines will give an exceptionally quiet cabin.

Provision is made for an auxiliary power unit and for airstairs which can be fitted to minimize ground handling delays. The A.P.U. provides air for engine starting and cabin air conditioning on the ground. The airstairs are stowed beneath the floor at the forward passenger door.

The low operating cost of the 121 results partly from the decision to cater particularly for short haul and partly from the unique knowledge and experience possessed by the Airco companies and Rolls-Royce. It is possible to offer a seat-mile cost notably better than that of other designs that seek to combine short-haul with medium-haul duty.

Airline economists will appreciate this in learning that, by the A.T.A. standard calculation, the cost per seat-mile of the Airco D.H.121, on a 900-mile stage with 97 economy-class seats, is 1.04 cents.

The moderate size of the aircraft is very important to its profitability. It greatly helps in the offering of high-frequency services, which are especially valuable on the shorter stages and are a recognized means of generating new traffic—in competition with other airlines and with surface transport.

Design

The Rolls-Royce engines are the RB163 type, giving 10,100 lb. static thrust. This is a by-pass jet engine, noted for economy and quietness.

The Hunting and Fairey organizations, with their long-established technical resources and special experience, are participating extensively in the design, development and manufacture.

Their technical teams have been based alongside De Havilland colleagues for a long period while aerodynamic measurements were in progress, main design decisions were reached, and the over-all applied loads and type of structure were established.

The Hunting Aircraft Co. is undertaking the design, testing and production of the outer wing and of certain areas of the flag. The Fairey Aviation Co. with special knowledge including that gained from the Fairey Delta 2 that held the world speed record, undertakes the design, testing and production of the entire empennage and the three-channel power flying-control units.

The British aircraft industry will participate in this notable project on a broad front. Many engineering concerns are contributing to the Airco liner, including, particularly, the producers of specialist equipment.

Engine Installation

The D.H.121 is powered by three Rolls-Royce RB163 by-pass turbo jet engine each giving 10,100 lb. static thrust. This type of engine is notable for its economy and quietness and the RB163 is outstanding in its class.

The three engines are mounted at the rear of the aircraft, two cantilevered out from the sides of the aft fuselage, and the third mounted in the fuselage in what is virtually an enclosed pod, to the rear of all major structure and easily accessible.

All three are fitted with convergent nozzles incorporating silencers, and the two outer engines have reverse thrust.

The positioning of engines at the rear of an aircraft has become widely accepted. It offers many advantages, particularly for the smaller jet aircraft. The Airco D.H.121 will have a really quiet cabin.

The engines are well clear of the ground, so avoiding the difficulties of debris ingestion are extreme vulnerability, and in addition the turbine discs are all aft of the passenger cabin. Noise damage will be negligible.

The aircraft's performance generally benefits from the low drag of the clean wing and the higher maximum lift that the uninterrupted flaps afford.

The rear engine arrangement offers the jet aircraft designer a latitude of choice between two, three and four engines not available with any other arrangement. For the Airco D.H. 121, operating from a 6,000-ft. airfield over 1,200 statute miles at 600 mph, three engines satisfy most efficiently the thrust requirements of take-off and cruise—and provide the best economics.

With four engines the aircraft would be overpowered on take-off—the cruise being the critical case, while a twin-engined aircraft with a heavier, more costly, wing of higher aspect ratio would be overpowered on the cruise while still critical at takeoff.

Great care was taken in the design of the center engine installation. The engine is mounted on bearers extending from the rear of the fuselage so that it is aft of the fin's primary structure. Access to it for maintenance is very easy through large doors. There is no likelihood of fire hazard from this engine.

Comet experience with wing-buried engines, for which extensive testing on a fire rig in a wind tunnel was carried out by Rolls-Royce, has shown that with careful detail design and testing a completely satisfactory fire protection system can be evolved for engines much closer to major structure than this.

Aerodynamics

Recent aerodynamic advances have made it possible to design the D.H.121 wing for a very high cruising Mach Number while maintaining the aircraft's really good economics.

The wing, because it is free of engines, has the inherent advantage of being designed primarily for optimum aerodynamic efficiency. It has a sweep angle of 35° and a section shaped so that this angle is aerodynamically effective along the whole span. Thus the D.H.121 has a normal operating limit Mach Number of 0.875 above 24,000 ft. and a maximum economy speed of Mach 0.87 at 32,000 ft.—only 21 m.p.h. less than the maximum speed.

At the other end of the speed range low approach speeds and excellent landing characteristics are achieved with large double-slotted flaps, which, when deflected, also droop the leading edge. Both lift dumpers, for use on the landing run, and conventional air brakes are fitted. While the latter can also be used very effectively to supplement the lift dumpers during the landing run, they themselves can be supplemented in their air-braking role by either lowering the undercarriage or using reverse thrust in the air.

The aircraft's lateral control is provided by simple divided ailerons, only the inner sections of which operate at high Mach Numbers.

The tailplane is mounted high on the fin, well clear of both the wing's wake and the reverse thrust efflux. In this position it confers the necessary stability for the least area. It also acts as an end plate to the fin, the effectivenesse of which is increased for a given area and its actual dimension reduced. The tailplane is all-moving and has a geared elevator.

This type of pitch control provides the only really satisfactory answer to the problems of high Mach Number operation and this particular arrangement, developed on the De Havilland Sea Vixen, has given excellent results throughout the aircraft's speed range.

All controls are fully powered with triplicated hydraulic units placed close to the surfaces, thus making for reliability as well as eliminating both the repeatability problems which occur with finely balanced manually operated surfaces, and also the buzz and flutter difficulties that may occur when tab-operated controls are used at high subsonic Mach Numbers.

Structure

The vast amount of experience gained from the development and testing of the Comet 4 structure is utilized to the full in the D.H.121 design. The primary structure of this aircraft is designed with the aim of achieving a very long working life and in addition "fail safe" features, in the form of duplicated members of crack stoppers, are provided where practicable.

Adequate "safe lives" are being achieved on those portions of structure where alternative load parts are not feasible or which are not readily inspectable.

In the main naturally aged aluminum-copper alloys are used for all skins and stringers subjected to fluctuating tensile stresses as this type of material has the greatest resistance to fatigue and a slow crack propagation rate. These alloys are also less prone to the troubles associated with locked-up stress and low elongation values.

Results of tests already made on portions of structure such as fuselage cutouts have shown that when, after very many years of simulated useful life, cracks have eventually occurred, crack propagation rates have been very low, so that they can be discovered and rectified in the course of inspection well before they begin to run. This means that very long "safe life" structures are also inherently "fail safe."

The primary control surfaces are power operated by hydraulic jacks located adjacent to the surfaces. Each surface is positioned by three jacks working in parallel and operating continuously. Three sources of hydraulic power are each supplied by a pump on each engine with an independent power supply available when all engines are stopped.

This arrangement ensures that a malfunctioning of one system will be overpowered by the remaining pair, and as all three are continuously working the necessity for hurried change-over is obviated, it only being necessary to shut down the faulty system when convenient.

The controls will continue to operate normally on any one system after the other two systems have been shut down. Complete triplication of hydraulic reservoirs, pipe lines and full duplication of control input cables is provided.

Safety Provisions

Special attention has been paid to the over-all safety problems involved and the fullest integration of the electrical, radio, autopilot and flying control systems has been achieved in the knowledge that this careful matching of all vital components must be engineered into the aircraft at the initial design stages.

The standard production, aircraft will be fitted with equipment which will permit the coupled approach to be continued below the present minimum of approximately 200 feet above ground level, the autopilot controlling the aircraft, in pitch down to the ground and executing an automatic flare-out and touchdown. Associated with this will be automatic control of approach airspeed and automatic throttling back of the engines just prior to touchdown.

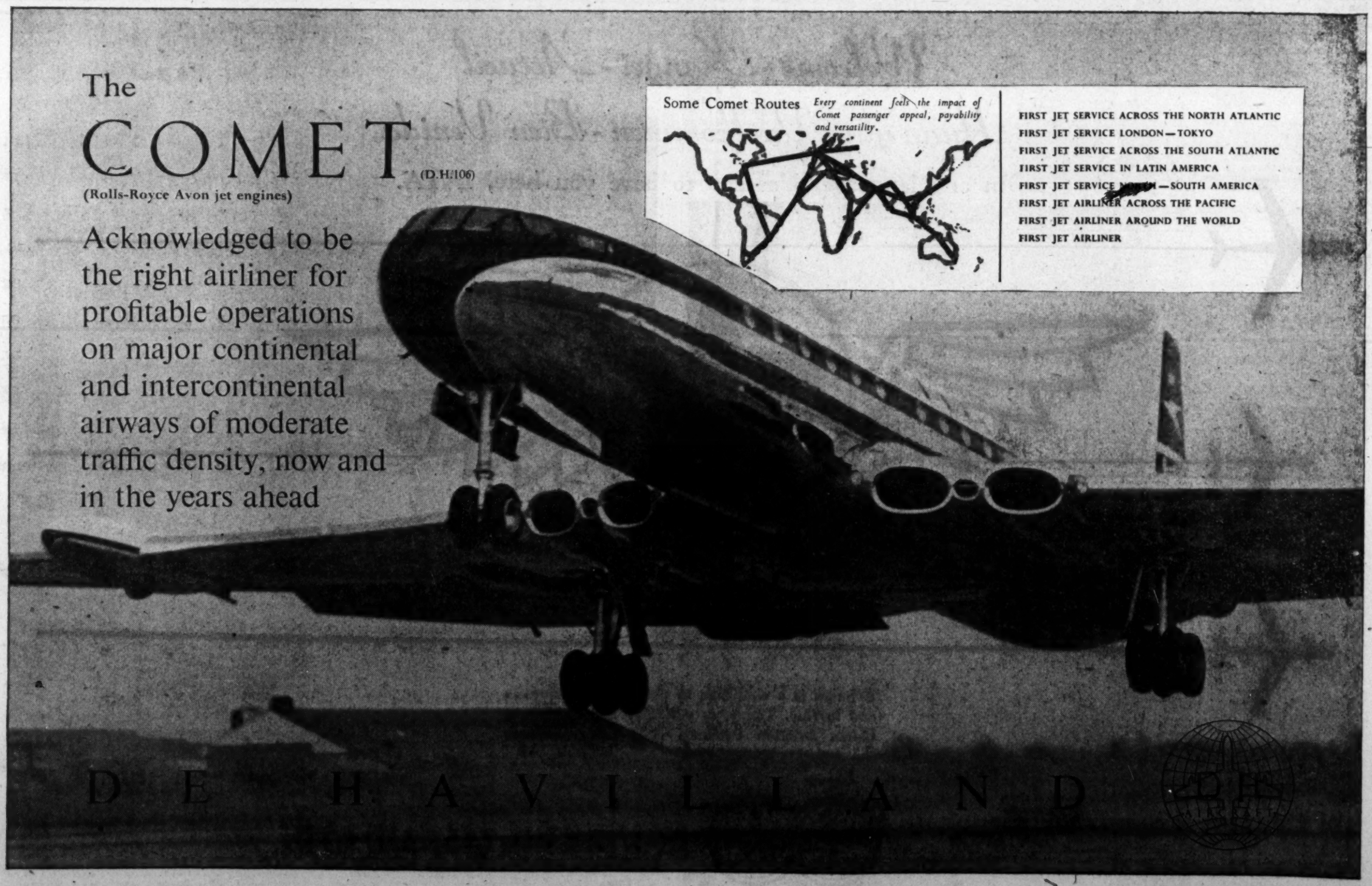
This equipment will be used to gain experience of automatic control of the aircraft in close proximity to the ground and form the first stage in the program leading to fully automatic landing.

Complete provision is made in the aircraft to install the additional equipment required to control the aircraft automatically in the rolling and yawing planes below 200 feet and to kick off drift just prior to touchdown.

It is clear that it is impossible to add retrospectively the equipment required to an existing airframe without a major redesign of the aircraft of quite prohibitive cost to any operator.

Specifications for equipment in the aircraft systems that contribute to safe operation near the ground ensure that at least 10,000,000 automatically controlled landings will be carried out per one failure that can cause the aircraft to depart substantially from the required flight path.

Throughout, much attention has been paid to instrumentation. For example, for easy reference and rapid fault detection the flight crew are presented with diagrammatic displays of the electrical and fuel systems while adequate instrument indications are provided for monitoring the performance of the autopilot.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Boeing 707 Family Of Jet Transports

Around the world in less than 40 hours flying time with only five stops is possible today with the "family" of Boeing 707 jet transports, providing nonstop airline schedule between cities, continents apart and never before served on a nonstop basis.

Pan American World Airways wrote an important chapter in aviation in the Pacific on Sept. 5, 1959, when it began the first trans-Pacific jet service with a Boeing 707 Intercontinental.

Pan American inaugurated the first commercial jet service between the U.S. and Europe on Oct. 25, 1958, with a fleet of Boeing 707s.

Two weeks earlier, on Oct. 11, a Boeing 707 gave a preview of what ocean-hopping passengers could expect by flying from New York to Paris in six hours and four minutes—an average of 627 miles per hour.

American Airlines followed on Jan. 25, 1959, with another important first, this time using a 707 in the first coast-to-coast jet service. Flying time from Los Angeles to New York, the 707 covered the distance in four hours and three minutes, half the usual scheduled time for piston-engine aircraft.

The prototype jet airliner amassed more than a 1,000 hours in its first four years of flight testing, while the first three of the production airplanes used for Civil Aeronautics Administration certification testing raised the over-all total to over 1,650 hours.

In addition, the new jet transports benefitted by the thousands of hours of flight time logged by their military counterpart, the Boeing KC135 jet multipurpose tanker — transports which went into service in 1957. The 200th KC135 made its maiden flight on Dec. 22, 1958.

Since the 707 made its debut on Oct. 26, 1958, in Pan American colors, more than 40 of these 10-miles-a-minute planes have joined the fleets of the world's leading airlines. Today, the 707 airliners criss-cross the United States on scheduled daily coast-to-coast runs, while others span the Pacific and Atlantic oceans.

While the 707's are winning the hearts of the world's air travelers, the planes also have strong appeal to airline management. The 707 is an unparalleled money maker, as proved by the current passenger load factor—the ratio of seats occupied to seats available.

Trans World Airlines reports more than 96 per cent load factor; Pan American, 91 per cent; and American Airlines, more than 95 per cent.

By comparison, American Airlines led the United States airline industry in 1958 with an overall fleet load factor of 65 per cent.

While the 707's continue to roll off the final assembly line on schedule, Boeing jet airliners already in service are setting records in speed and range. As the 707 flies, Honolulu is only seven hours away.

Including the prototype, the Boeing 707 jet transport is a family of six, with Boeing identifying the five others as the 707-120, the 707-220, the 720, the 707-320 and the 707-420. The first of the production airplanes, a 707-120 for Pan American was rolled from the factory at Renton, Wash., on schedule, on Oct. 28, 1957, and delivered to the airline on Aug. 15, 1958.

The Boeing 707-120 Jet Stratoliner is the first and the basic production jet transport. Weighing in at 248,000 pounds compared to the prototype's 190,000, it is intended principally for continental use, although capable of full-payload over-ocean operation on many existing routes. Its four Pratt and Whitney JT3C-6 turbo-jet engines give it a cruise speed of 570 to 600 miles per hour.

Deliveries of this plane started in 1958 with Pan American, American Airlines, Continental Air Lines, Trans World Airlines, Qantas Empire Airways, Cubana Airlines and the U.S. Air Force ordering. The U.S. Air Force ordered three 707's for use by President Dwight D. Eisenhower and other high U.S. government officials.

The 707-220 member of the Boeing 707 family is identical in airframe and body size to the 707-120, but is powered by four Pratt and Whitney JT4A-3 turbo-jet engines, larger and of greater thrust than the JT3C-6, and will weigh 248,000 pounds, fully loaded. Braniff International Airways was scheduled to be the first to put this model into service, getting its first delivery in 1959.

The 720, an intermediate-range jet airliner, is identical to the 707-120 in most dimensions, but has a lower gross weight. It will be capable of a stop speed of 615 miles per hour, carrying a gross payload of 34,400 pounds, including up to 149 passengers. Maximum range will be up to 3,300 miles, but it will operate economically over ranges as short as 150 miles. United Air Lines will take delivery of the first of the 720s in April of 1960. American Airlines has 25 on order, and Irish Air Lines three.

The 707-320 and 707-420 are the Intercontinental 707s, and with this airplane the dimensions change. It's the big boy of the brood, partially fulfilling the growth potential Boeing designed into the basic 707 series. Weighing 311,000 pounds, it is 8 feet, 5 inches longer overall than the 707-120 and 707-220, has 11 feet, 7 inches more wing span and 500 square feet of additional wing area. Fuselage diameter, 148 inches, is the same in all models. Only difference between the 707-320 and the 707-420 is the engines, the former using Pratt & Whitney JT4A-3s and the latter Rolls-Royce "Conways."

The Boeing Intercontinental 707 has a wing span of 142 feet, 5 inches, and a length of 152 feet, 11 inches. Tail height is 38 feet, 8 inches—three inches more than the others.

Cruise speed of the Boeing Intercontinental 707 is 575 to 605 miles per hour. It flies at altitudes between 30,000 and 40,000 feet, above the weather, smoothly and without vibration. Range with full payload and normal intercontinental fuel reserve is more than 4,700 miles, and yet the airplane operates with economic efficiency over distances as short as 500 miles.

Here are a few block times the Intercontinental 707 is built to make on intercontinental nonstop flights with full load: Chicago to Paris, seven hours; New York to Rome, 7 hours, 30 minutes; New York to Mexico City, 3 hours, 46 minutes; Los Angeles to Copenhagen, 10 hours, 38 minutes; New York to Rio de Janeiro, 9 hours, 15 minutes; Tokyo to San Francisco, 9 hours, 27 minutes.

The Intercontinental 707 has been ordered by Pan American, Air France, SABENA Belgian World Airlines, Lufthansa German Airlines, Air-India, British Overseas Airways Corporation, Varig Airlines of Brazil and South African Airways.

The whole 707 family will vary in passenger capacity according to the wishes of the operating airline. Seating for an Intercontinental standard day plane is about 131 on a full 40-inch spacing. One possible version would provide three compartments—24 luxurious four-abreast seats in the forward area, convertible to 12 full-length berths; 20 reclining seats, five abreast, and spaced 60 inches apart in the central cabin, and 78 seats in the after cabin arranged six abreast on the same 40-inch spacing as the luxury space forward. High-density seating capacity of the Intercontinental is 189.

Boeing 707-321 Intercontinental Jet Clipper used by Pan American Airways

Representing a private investment by Boeing of more than $16,000,000, the 707 proto-type was rolled from the Boeing plant in Renton, Wash., near Seattle, on May 14, 1954, and made its maiden flight on July 15, 1954. An advanced version of the 707 prototype, the KC135 was ordered into production for the Air Force a month and a half later. With its multipurpose capabilities, the military airplane is available as an aerial tanker for Boeing B-52 heavy bombers and new jet fighters, as a troop carrier or a cargo transport.

When KC135 production was ordered at the Renton plant, a still further expansion of Boeing's long-standing vast subcontracting program was announced. The count at that time showed 5,212 businesses helping Boeing's Seattle Division build its B52s and KC97s—3,845 of them being classified as small businesses employing less than 500 employes each. The KC135 program meant still further reaching to all parts of the nation for both major and minor components for the new Boeing, and the commerical jets mean still more.

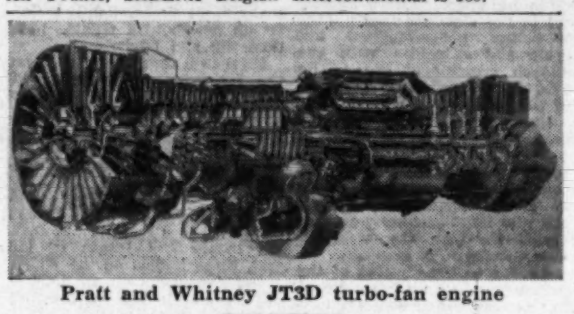
On July 13, 1955, the company was advised by the Air Force that there was no objection to building commercial jet aircraft concurrent with production of military jet tanker-transports, the Air Force being satisfied that such commercial production would not interfere with nor delay scheduled delivery of KC135s.

The first contract for the new Boeing jets came from Pan American, which ordered 20 of the planes, to be followed by orders of 25 by American, 5 by Braniff, 4 by Continental, 4 by SABENA, 10 by Air France and 8 by Trans-World Airlines. Later, Pan American increased its order to 23 airplanes—six 707-120s and 17 Intercontinentals—and SABENA ordered a fifth plane, after which Lufthansa ordered 4, Air-India 3, Qantas 7, BOAC 15, Air France increased its order to 17, Cubana ordered 2, United 11, South African 3, Varig 2, the Air Force 3, and American raised its order to 50.

In its first year, the 707 prototype was in the air almost 200 hours, testing and retesting all items of equipment, making intensive records of aerodynamic data, checking and re-checking performances and generally proved itself. In almost every case, original performance estimates were bettered. It was flown at air speeds of well over 600 miles per hour, and spent a substantial number of hours at altitudes above 42,000 feet. During a one-month period when the main runway at Boeing Field was under repair, it operated from a 5,400-foot taxi strip with no difficulty.

But it was on Oct. 16, 1955, that the 707 really demonstrated what jet air travel of the future would be. Taking off from Larson Air Force Base, Moses Lake, Wash., the airplane first checked in over Seattle and just 3 hours and 58 minutes later was letting down over Washington, D.C., heading for a landing at Andrews Air Force Base, nine miles farther east. Average speed for the 2,340-mile flight was 592 miles per hour. Then, three hours later, it headed for home, making the westbound leg of the round trip in only 4 hours and 8 minutes, averaging 567 mph.

But this record was not to stand for long. On March 11, 1957, with representatives of the press aboard, the 707 took off from Boeing Field, Seattle, and pointed eastward for Baltimore, Md., 2,350 miles distant. Operating under regular airline procedures the 707 made the trip in the record time of 3 hours, 48 minutes for an average speed of 612 miles per hour. Returning home via Chicago and Denver the airplane encountered headwinds as high as 100 miles per hour at its operating altitudes. Nevertheless, the 707 made the Baltimore-Chicago flight in one hour and 18 minutes; the Chicago-Denver flight in one hour and 51 minutes, and the Denver-Seattle leg in 2 hours, 39 minutes for an average speed of 475 mph, 487 mph and 486 mph, respectively. The press demonstration flights totaled 4,921 miles flown in a total elapsed time of 9 hours and 7 minutes for an average speed of 540 miles per hour.



Pratt and Whitney JT3D turbo-fan engine

New Turbo-Fan Engine

The turbo-fan engine being developed by the Pratt and Whitney Division of United Aircraft Corp. is a new wrinkle in the pure jet engine. It uses a compressor that is too large for the pure jet part of the engine. In Pratt and Whitney J57 (JT3D) turbo-fan engine, almost one and a half times as much compressed air by-passes the burner section as passes through it.

Donald W. Douglas Jr., president of Douglas Aircraft Co., Inc., said recently: "The turbo-fan engine is a real breakthrough in jet engines." Future models of Douglas DC8 jetliners, he indicated, will use today's pure jet engines converted to turbo-fans, rather than tomorrow's pure jet engines.

The turbo-fan engine promises to take giant airliners into smaller cities than is now possible. It provides them with greater takeoff power, so they can use shorter runways. It will be speedier, yet more economical. For the noise-weary neighbors of airports, its makers say it will be 10 decibels quieter than the present engines, a significant reduction. It may not need today's noise suppressors which quiet jet engines at the expense of thrust.

On takeoff, pure jet J57 (JT3) engines such as those now on the Boeing 707 airliner develop a little more than 13,000 pounds of thrust. With the turbo-fan adapted to it, the same engine turns out 18,000 pounds.

With further development work on the engine, it is capable of producing 20,000 pounds of thrust.

By comparison, the next generation pure jet engine, the Pratt and Whitney J75, has a thrust of 17,500 pounds. However, even greater power is promised for the turbo-fan version of the J75 (JT4) jet engines.

Grumman Military Aircraft And Commercial Newcomer

The Grumman Aircraft Engineering Corporation, which today stands as an industrial giant and a leader in the field of international aviation, had its beginning in the midst of the 1930 depression, remembered as one of the most difficult business periods of American history.

As contrast to its humble beginning, Grumman was recently cited for its total production record of over 28,000 aircraft. The firm also established an all-time U.S. record for producing more aircraft in a one-month period and a one-year period than any other aircraft company in the United States.

The industrial reputation of the Grumman Corporation has been based primarily on their production of military aircraft. These planes, such as the Grumman Wildcat, Hellcat and the Avenger gained lasting fame during World War II.

However, the company recently returned to the field of commercial aviation with the production of a new corporate transport, the Gulfstream. The twin engine, propjet aircraft has been designed for use as an executive aircraft and as a transport. The Gulfstream is fully equipped for advanced type of all-weather flying with a cruising speed of 360 mph, and a service ceiling of 36,000 feet.

In contrast to the Prop Jet Gulfstream is the second Grumman entry into commercial aviation, the Grumman Ag. Cat. The primary use of the new single-seat, bi-wing aircraft is the aerial spraying of agricultural chemicals. As an agricultural aircraft, the Ag. Cat. is capable of safe operation at low altitudes and at low speeds and thus meets the two prime requirements of crop spraying.

Because of low material cost and simplified structural design, the Ag. Cat. is economical to operate. The aircraft can take off in 330 feet and is small enough for any standard small plane hangar. Its length is 24 feet and the wing span is 35 feet 8 inches.

A low stall speed of 42 miles per hour gives the Ag. Cat. an added safety factor.

In the field of military aviation, Grumman's latest achievement is the F11F1F Super Tiger. The Super Tiger is a swept-wing supersonic jet fighter which has been spotlighted for performance, versatility, safety and growth potential.

It heads the list of importance in the firm's production of military aircraft which include the SA16 Albatros, the S2F, antisubmarine Tracker, WF2 Tracer and the YAO, an army observation aircraft.

This new aircraft is a higher thrust version of the rugged F11F1 jet fighter, currently in use with Navy fleet units in the Pacific, Atlantic and Mediterranean.

The Super Tiger airplane is extremely versatile, performing exceptionally as either an interceptor or a fighter-bomber. In addition to its versatility as either a fighter or bomber the Super Tiger has a speed capability in excess of Mach. 2.

The F11F1F airplane has unmatched growth potential. With only one overhaul period for modernization purposes, it can remain a first line fighter until 1968 or 1969. This extended life gives the Grumman aircraft a distinct advantage in view of the expense of producing supersonic interceptors. Another economical consideration for the Super Tiger concerns the minimum landing and take-off areas for the aircraft.

Because of its low take-off and landing speeds, the F11F1F airplane can operate off any airfield suitable for operation of the F86, the airplane currently used by the Defense Agency.

Also, the longer range of the F11F1F allows it to maintain an extended defensive perimeter around Japan from a minimum number of air bases, thus reducing the requirement for new airfield construction.

The F11F1F airplane requires very simple pilot training procedures. Its takeoff and landing speeds, combined with its handling characteristics, result in a very easy-to-fly and safe airplane.

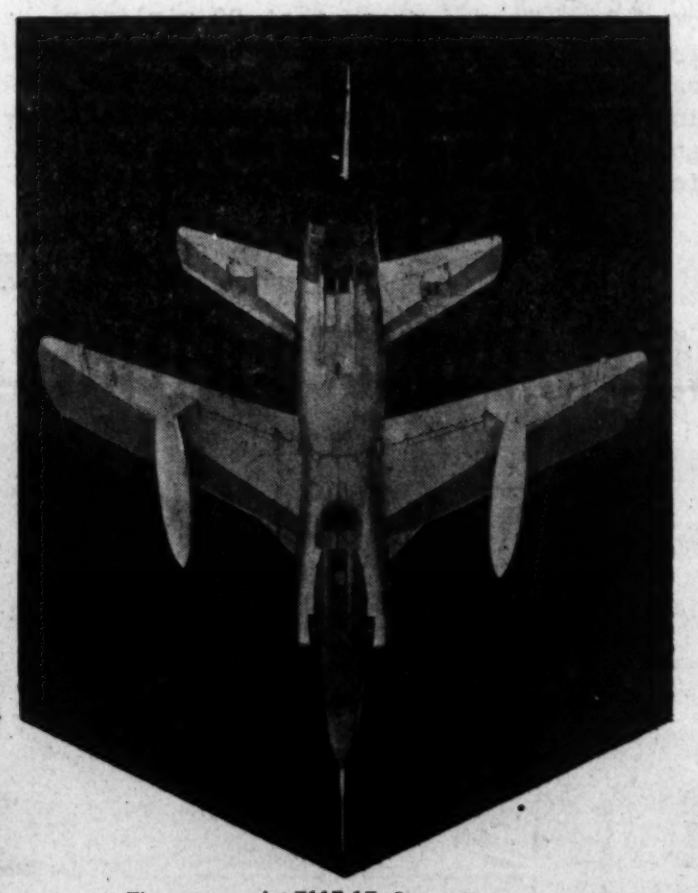
USAF pilots have stated that any pilot who can fly the F86 or the T33 can fly the F11F1F.

Maintenance problems are simplified because no complex stabilization devices are used and the aircraft has a rugged construction design to meet the demands of carrier landings. This easier maintenance results in low personnel and spare parts requirements and higher aircraft availability on a day to day basis.

Looking at Japan's production economy, a major advantage of the Grumman Super Tiger would be simplicity of manufacture. Secondly, Grumman's technique for "engineering for production" has resulted in many subassembly operations particularly well-suited to Japan.

A recent entry into commercial aviation by Grumman Aircraft Engineering Corp. is the Grumman Ag. Cat. Designed for use as a crop duster and the aerial application of chemicals, the Ag. Cat. has a stall speed of 42 mph and can take off in 330 feet.

RELIABILITY and PERFORMANCE are Factors of Experience . . .



Producers of military aircraft currently operational in 24 nations of the Free World, it is our business to create products that meet security and defense requirements on an international scale. The Grumman name has been synonymous with superior and safe aviation equipment for more than 20 years.

The supersonic F11F-1F Super Tiger interceptor. Currently being evaluated by the Japanese Government for its ability to provide future round-the-clock air defense of Japan.

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New Douglas DC8 Jetliner

A swept-wing DC8 Jetliner rides gracefully through Southern Californian skies. Japan Air Lines has four DC8s on order for delivery by the end of next year.

America's most advanced commercial jet transport, DC8 Jetliner, is now in scheduled flight in the United States today, carrying colors of United Air Lines and Delta Airlines.

The sleek and powerful DC8 Jetliner is a distinguished addition to the pace-setting series of DC (Douglas Commercial) transports which have dominated the world's aerial lanes for more than two decades.

Flying with the graceful, new DC8 Jetliners are all the mechanical and aerodynamic concepts which have been responsible for the consistent success of the DC series.

This is only natural since the DC3's, the DC4's, DC6's, the DC7's now the DC8—have been engineered by the same group of men.

There are three commerical versions of the DC8 Jetlines including the domestic, international, and extended range models. The last two features increased wing skin gauges and additional strengthening in other areas to accommodate higher gross weights. All versions have identical dimensions and utilize the same basis tooling.

Both Japan Air Lines and Northwest Airlines have ordered extended range models, which are due to make their debut in the Pacific early in 1960. The DC8 Jetliners had made 1,782 take-offs and landings and logged a total of 2,284 hours of flight since the production model took to the air for the first time on May 30, 1948. This included 1,302 hours of precisely-controlled and instrumented tests under all operating conditions. Because the DC8 jet aircraft was ordered into production of a prototype, Douglas Aircraft Co., Inc., used the proving period for development of refinements which insure the delivery of aircraft embodying the newest technological improvements.

For instance, when the U.S. Federal Aviation Agency changed its regulations regarding demonstration of take-off distance, the Douglas Aircraft Co. stepped up its experimental developments of leading edge slots for the DC8 wings. As a result of flight test with this improvement the company decided to install two slots—80 inches and 32 inches long, respectively,—on the inboard section of each wing. The slots will permit the DC8's to take off and land on considerably shorter airfields than otherwise possible.

New aerodynamic knowledge, confirmed by company wind tunnel tests, also indicated that performance of the Jetliner would benefit from extending each wing tip 16 inches and altering their slope. Both improvements will be incorporated on the DC8.

Comfort as well as speed are prime characteristics of the DC8. Although the individual arrangements vary according to airlines' requirements, the typical first class DC8 contains 115 to 125 seats. All tourist cabin accommodates up to 144 seats, with rows spaced 40 inches apart. This is indentical to the distance used on the first-class piston-engined aircraft and coincides with the 40-inch spacing of the 15 by 18½ inch "Skyview" windows of the DC8.

Bulkheads in the spacious cabins make it possible to provide combination of two or three classes of service, including sleeping accommodations in a single plane. The DC8 operates most efficiently at high altitudes "over the weather" where comfort is greatest.

Adding to the comfort of the passengers is an air conditioning system which controls temperature and completely changes the supply of fresh air in the cabin every three minutes.

Weather radar installation is a standard feature of the DC8 Jetliner. The 30-inch antenna permits 180 degrees horizontal full-beam scan to give early warning of storms, turbulence or other navigational hazards which might be encountered.

Interior styling and utility are enhanced by the Douglas "Palomar" chairs, scientifically designed for cushioned passenger comfort in a concept called "Unite-ized seating". Reading lights, call buttons, ash trays, dining or game tables, cold air outlets and emergency oxygen are built in the seat themselves.

This arrangement makes each passenger self-sufficient and eliminates all overhead installations. It also gives airlines greater flexibility by permitting quick changes in seat spacing. Seats and bulkheads are attached to tracks for easy rearrangement.

An unusual Douglas DC8 feature is found in the seats — when struck a sharp but modest blow from behind, the seat back springs forward about a foot. The seat is designed to give under impact when, in a crash, a passenger is thrown forward and his head hits the back of the seat ahead of him. Head injuries often are the most frequent and most serious injuries in fast deceleration accidents, such as in automobile and airplane crashes. European designers tried rear-facing seats in order to cushion passengers against the backs of their own seats, but passengers did not take the idea of riding back. The new Douglas seat may be the answer to this problem.

Douglas has been building hydraulic systems to operate landing and other airplane equipment for nearly 40 years because they had drawn upon their experience as builders of the foremost passenger airplanes on the world's commercial routes in designing, building and testing the hydraulic system of the DC8.

The DC8 is capable of making nonstop transcontinental and international hops in all parts of the world at speeds of 561 to 591 miles per hour.

This pure jet propulsion provides far greater speeds than either piston powered or turboprop types. Combined with speed are entirely new standards of vibration free comfort.

The DC8 will be able to span the United States in less than five hours on normal airline flights. Scheduled time Los Angeles-Honolulu, five hours and 11 minutes; Seattle-Tokyo, 10 hours and 15 minutes; Honolulu-Tokyo, eight hours and 19 minutes and Tokyo-Seattle, eight hours and 10 minutes.

Prevailing easterly winds make flight times slightly greater on westbound flights, both domestic and overseas.

Maximum operating range on the intercontinental model of the DC8 carrying a full payload, 5,200 statute miles. Dimensions of the DC8 substantially exceed those of its immediate piston-powered predecessor, the DC7C. Its wing span is 139 feet, 9 inches and over-all length 150 feet, 6 inches compared to a span of 127 feet, six inches and length of 112 feet, three inches on the DC7C. Wing sweepback on the DC8 is 30 degrees, height of the tail is 42 feet, four inches.

Although external dimensions are identical in all versions of the DC8, there are three different weights. An extended range model, capable of nonstop New York-Rome and Seattle-Tokyo flights in either direction, will weigh 310,000 pounds fully loaded. This includes 151,500 pounds or 23,307 gallons of fuel. Gross weight of the standard intercontinental model, with 140,500 pounds of fuel, is 287,500 pounds. The domestic version weighs 265,000 pounds, with its capacity of passengers and 114,500 pounds of fuel.

Through underwing fueling, the DC8 can be refueled in 16 to 20 minutes. As a further means of reducing waiting time at terminals, fuselage openings permit all cabin servicing to be handled from the starboard side while passengers move in and out of two doors on the port side.

In spite of its size, speed and performance capabilities, the Douglas Jetliner is able to operate from existing major air terminals. Long runways are required only when the airplane is fueled to capacity for flights of extreme range. Special features, some of them unique, which have been incorporated in the DC8 include:

1. A noise suppressor which reduces the sound of the powerful jet engines to satisfactory levels without losing takeoff performance.
2. A thrust brake which reduces landing roll and also may be used for rapid deceleration in the air.
3. Tandem landing gear, with the rear set of wheels castered to permit ground movement in smaller areas.
4. "Blowaway-Jet," an aerodynamic screen which prevents jet engines from sucking up debris during takeoff, taxiing or landing roll.
5. Flushing toilet facilities.
6. "Skyview" windows, larger than on the DC7C.
7. A "Sky-Hi-Fi" cabin sound system for announcements and music during flight.

The DC8 can be operated in continuous maximum icing conditions. The entire wing, tail surfaces and engine pylons are protected by a simple, lightweight cyclic hot air system; another system keeps engine inlets, air conditioning scoops and the redome ice-free.

Electrically heated windshields and an air blast rain removal system assure maximum visibility for the pilots under all weather conditions.

Debut of Rolls-Royce By-Pass Jet Engine

The Rolls-Royce by-pass jet engine for the intercontinental versions of the Boeing 707-420 and Douglas DC8 jet transports is now entering service at a rating of 17,500 lbs. guaranteed minimum take-off thrust instead of at the previously specified rating of 16,500 lbs. guaranteed minimum take-off thrust.

The very satisfactory experience gained in the development of Conway has enabled Rolls-Royce to introduce this new rating some 12-18 months earlier than promised.

The new increase in power emphasizes the unique experience gained by Rolls-Royce in the development of by-pass or turbo-fan engines since 1950. The principle proved by the Conway has now been accepted as the correct formula for all jet transport applications.

Rolls-Royce has been delivering production Conway for some time and both the Conway powered Douglas DC8 and Boeing 707 are carrying out their certification flying programs.

Conway by-pass turbo-jets have been ordered for the Boeing 707-420 of Air-India International, British Overseas Airways, Lufthansa and Varig, and the Douglas DC8 of Trans-Canada Air Lines and Alitalia.

There are 1,432 gas-turbine airliners on order or delivered in the world, excluding the Soviet bloc. Of these, 874 or 61 per cent have or will have British engines. All the British, Canadian, French and Dutch-designed aircraft are equipped with British powerplants as standard fitting while 34 Boeing 707 and DC8 jet airliners have been, or will be, fitted with Rolls-Royce Conway engines.

IATA

TO: The distinguished members of the International Air Transport Association

FROM: Douglas Aircraft Company, Inc.

Gentlemen:
Each year we welcome this opportunity to pay our respects to the magnificent job you have done in shrinking days into hours for the world's travelers. Now the advent of jet transports adds new dimensions of speed and comfort to the services you provide. We are proud that DC airliners have carried more of your passengers than any other aircraft and have proved themselves as the outstanding airline profit-makers. In the same tradition--designed from original conception for profitable airline operation--Douglas now presents

THE WORLD'S MOST ADVANCED JETLINER—THE DC-8

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Newest, roomiest, quietest of all the jets! That's the DC-8 Jet Mainliner®—now offering you a new concept in speed and comfort across the U.S. Choose de luxe First Class or economical Custom Coach service. Call your travel agent or airline representative for reservations.

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UNITED AIR LINES DC-8
JET MAINLINER, BY DOUGLAS

THE BEST OF THE JETS...PLUS UNITED'S EXTRA CARE

Electra propjet airliner manufactured by Lockheed Aircraft Corp.

Tourist Boom in Japan

Continued From Page 12

tance of tourism in and around Japan. At that time the Japanese Government agencies including the Tourist Industry Bureau of the Transportation Ministry completed a "Five-Year Program for the Promotion of the Tourist Industry," which was put into operation in 1957.

The program, based on 1956's tourist traffic and revenue, is designed to attain the target of 300,000 foreign visitors to Japan and $120,000,000 for their expenditures in 1961.

In view of the recent increase in traffic volume in Japan, the Japanese Cabinet recently approved a Five-Year Road Adjustment Program, spending one million yen for construction and repair of the nation's roads, which will exclude the projected high-speed national highways.

In accordance with this program, the first class national highways along the main tourist routes are scheduled for new construction or repair over the next 17 years with 73 per cent to be repaired and 63 per cent paved by the end of the five-year period.

The Japanese Construction Ministry, through the Japan Road Public Corporation, a semigovernmental organ, will invest ¥99,000 million in the construction of new, high-speed national toll highways and ¥59,000 million on high-speed toll highways in the Greater Tokyo area.

Major governmental semigovernmental and private organizations in charge of tourist industry in Japan are: Transportation Ministry's Tourist Industry Bureau; Japan Tourist Association; Japan Federation of Tourist Associations; Japan Travel Bureau, and Japan Hotel Association.

The Transportation Ministry's Tourist Industry Bureau is composed of three sections—Planning, Promotion and Accommodation; responsible for (1) Coordination and adjustment of affairs related to the tourist industry and establishment and implementation of planes; (2) liaison and cooperation with tourist administrative organizations, international organizations and other organizations relating to the tourist industry in foreign countries, and exchange information with them; (3) investigation and statistics relating to the tourist industry; (4) subsidy to the international tourist industry; (5) financial affairs and tax system relating to tourist industry; (6) registration of travel agencies and their arrangement fees; (7) examination of the guide-interpreter business; (8) publicity for tourism and planning and guidance for the propagation of the tourist industry; (9) diffusion of knowledge relating to tourist industry; (10) investigation, preservation and acceleration of utilization of tourist resources; (11) establishment of plans for improvement of tourist facilities; (12) guidance for repletion and improvement of tourist facilities, and (13) registration of hotels and Japanese-style inns.

Besides the Transportation Ministry's Tourist Industry Bureau, there are local offices of the Transportation Ministry responsible for the development and improvement of tourist resorts and facilities and tourist publicity.

The Japan Tourist Association, located at the Kokusai Kanko Building, 1-1, Marunouchi, Tokyo, was established on June 1, 1955, after careful study of the commercial aspects of selling travel and promotional or information services of the tourist industry in Japan. It is financed with the aid of governmental subsidy plus donations from local public and private enterprises, tourist and transportation organizations.

The JTA's principal activities may be summed up as follows; (1) Overseas tourist publicity; (2) further development of the domestic conditions for receiving foreign visitors, and (3) participation in overseas exhibitions, to promote better relations and cultural exchange between Japan and foreign nations and attract foreign tourists through exhibits and displays of Japanese arts and crafts.

There are overseas offices operated by the JTA in New York, San Francisco, Honolulu and Toronto. The JTA expects to open offices in Bangkok and Paris in the near future.

Japan Travel Bureau, located at 2-4, Ote-machi, Chiyoda-ku, Tokyo, was established in 1912, and maintains a network of about 250 ticket and information offices throughout Japan and has two overseas offices in New York and Los Angeles as the biggest and the most experienced travel agent in Japan.

The JTB offers the following services for both domestic and overseas travel, to native as well as foreign travelers, whose purpose in travel may be for sight-seeing, inspection, research, attending conferences or athletic meetings: (1) supplying information on transportation facilities, tourist resorts, hotel accommodations, and all other information needed by tourists; (2) compiling travel itineraries, estimating travel expenses, making reservations for all travel facilities; (3) selling tickets for railways, buses, ships and airplanes, hotel coupons, sight-seeing coupons and all expense coupons; (4) selling and buying travelers' cheques in yen, U.S. dollars and pounds sterling, and handling travelers' accident insurance; (5) publishing and selling travel books and maps, and (6) providing guide services for travelers (English, French, Spanish, etc.).

The Japan Hotel Association, headed by Tetsuzo Inumaru, president of the Imperial Hotel in Tokyo, is composed of 106 Western-style hotels and aims to contribute toward the development of international industry by promoting the improvement of hotel facilities and services for foreign visitors.

The Japan Tourist Association is in charge of undertaking various publicity campaigns by means of pamphlets, posters, picture postcards, motion pictures, advertisements in papers and periodicals, international tourist exhibitions, international meetings and others, through its offices abroad. Its campaigns have been much smaller in scale than those undertaken by European countries. Its publicity funds average not more than ¥200 million a year as compared with ¥900 million or so outlayed by France, the United Kingdom and Italy and ¥600 million by Switzerland.

The shortage of hotel accommodation in Japan will be relieved considerably by the completion of several new hotels and additions with up-to-date facilities. Today, it is possible for tourists from abroad to enjoy all the modern conveniences to which they are accustomed while traveling in Japan at all times of the year.

In a few years the total number of rooms both Western and Japanese style, capable of accommodating foreign visitors to Japan, is expected to increase by about 5,000 with a total capacity of 9,000 people, supplementing the 18,600 rooms with a capacity of 36,000 people available today.

It is estimated that foreign tourists in 1957 represented 80 per cent of the total hotel guests in Tokyo, 89 per cent in Yokohama, 54 per cent in Kyoto and 61 per cent in all hotels throughout Japan.

Under the current five-year promotion program of Japan's tourist industry, foreign visitors to Japan are expected to increase by 135 per cent from the first year of 1957. To accommodate such growth about 4,700 more rooms must be constructed in the meantime. To be completed in 1959-1960 are: Hotel New Japan (accommodations for 1,000 guests), Japan Air Lines Hotel (300 guests), a new annex of the Shiba Park Hotel, and a new annex of the Daiichi Hotel.

Hotels in Japan are classified into two categories: Western-style hotels and the Japanese-style hotels, known as "ryokan." The Western-style hotels suitable for the use of foreign tourists (106 hotels with 7,625 rooms in total) comprise the Japan Hotel Association which is affiliated to the International Hotel Association.

There are roughly 50,000 Japanese-style hotels. Leading Japanese ryokan have improved their accommodations by installing air-conditioning and other facilities.

Lockheed's Propjet Electra Aircraft

Lockheed prop-jet Electra aircraft has opened a new era in the U.S. commercial aviation industry by hanging a propeller on the engine—by choice.

The decision to use props on a jet engine stemmed from design studies which began as far back as 1947. Research left the Lockheed Aircraft Corp. convinced that, while propellerless jets are excellent on long-range flights, airlines would be served better by having effective vehicles for segments which historically showed little or no profit—short and medium routes.

Lockheed Aircraft Corp. chose the prop-jet power plant because all logical consideration proved —and still proves that only power of the jet geared to efficiency of the propeller provides the right combination of performance and economy for the Electra's specific mission.

These, then, were principal Electra design goals:

1. An airplane smaller than current four-engine transports, but faster, much quieter, and more economical to purchase, operate and maintain.

2. An airplane large enough to carry up to 99 passengers, yet able to show profits at 50 per cent payloads.

3. An airplane capable of taking off fully loaded with fuel and passengers and making multiple stop flights most of the way across the United States without pause for refueling.

4. An airplane with new concepts of comforts for passengers and crew; superior handling characteristics; excellent controllability and power response; and 24-hour-a-day, day-in-and-day-out reliability.

First disclosure of the Electra, along with American Airlines' decision to purchase 35 of the new jet-powered transports, came on June 8, 1955.

Eastern Air Lines announced orders for 40 Electras on Sept. 27.

The Chronology: One year later, September, 1956, design work 80 per cent complete, fabrication ready to begin; May, 1957, initial pressurization tests start on first fuselage; August, 1957, first wings attached, tail section in place; landing gear being installed; Aeroproducts propeller receives Government certificate; September, 1957, Allison's Model 501-D13 engine certificated.

A full 56 days ahead of schedules established 18 months earlier, the first Electra rolled from the assembly lines on Nov. 11.

Spreading its wings as the first production airplane in the U.S. turbine age and the fastest jet-and-propeller airplane ever built for commercial service, the first Electra took to the air on Dec. 6, 1957.

Meanwhile, other orders had poured into the Lockheed Aircraft Corp. from National, Braniff, KLM Royal Dutch Airlines, Western, PSA-Pacific Southwest Airlines, Garuda Indonesian Airways, Cathay Pacific Airways, Ansett-ANA Airlines and Aeronaves of Mexico.

Trans-Australia Airlines, Northwest Airlines, Qantas Empire Airways and Tasman Empire Airways of New Zealand joined the parade by Oct. 1, 1958.

The U.S. Civil Aeronautics Administration certification of the Electra as fully ready for passengers came on Aug. 22, 1958—again ahead of schedule—this time by five weeks. At certification the order book stood at 161 airplanes—highest of any Lockheed transport at a comparable date.

Lockheed's guarantee on Electra performance proved conservative. For example, the Electra has:

1. Bettered its guaranteed landing distance by 14 per cent and eclipsed takeoff requirements by 21 per cent.

2. Exceeded its guaranteed true cruising air speed of 405 m.p.h. at 22,000 feet and has flown straight and level at nearly 460 m.p.h.

3. Flown from the Pacific to the Atlantic—2,445 miles nonstop from Burbank, Calif., to Norfolk, Va., with sufficient fuel to fly another 1,000 miles—beating a guaranteed range of 2,300 miles from an initial takeoff at 106,700 pounds with flight at maximum cruise power and with unused fuel reserve of 7,240 pounds.

4. Completed all essential tests for the U.S. CAA certification at a gross weight of 116,000 pounds — a bonus of 3,000 pounds over original design specifications.

5. Proved its ability to climb at 1,140 feet per minute on any three engines at its original design gross takeoff weight of 113,000 pounds at sea level conditions—beating its guaranteed three-engine climb rate of 730 feet per minute.

The prop-jet Electra aircraft was designed to fit a specific air transport mission, to fill a particular requirement of major importance to airlines. The Electra design approach is in sharp contrast to the theory behind design of earlier air transports.

With this aircraft, airline needs were surveyed and analyzed before the airplane was created—and it was therefore possible, starting from scratch, to match the Electra's characteristics to the job to be performed.

That job: Get into small airports, get off again quickly, earn a profit on previous red-ink short routes, fly also long routes when required—and bring to hop, skip and broad jump service the smooth, fast ride that turbine power guarantees.

The Electra aircraft is powered by four 3,750-horsepower Allison engines; fast (over 450 m.p.h. top speed); strong (113,000-116,000 pounds gross takeoff weight); quiet (smooth-spinning turbines); roomy (104½-foot-long fuselage, 10-foot 8-inch inside diameter) and dependable (350,000 preservice hours of engine experience).

The Electra can operate into more than 75 per cent of the world's leading commercial airports—terminals which handle more than 95 per cent of the world's passenger traffic.

During the month of August, 1959, the Electra flew 155 flights, 448 hours and 57 minutes, covered 185,137 miles and 5,478,006 passenger miles, and carried 3,889 passengers.

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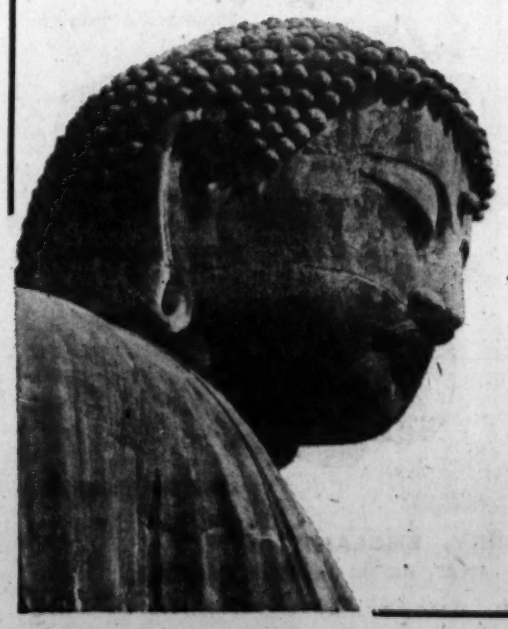

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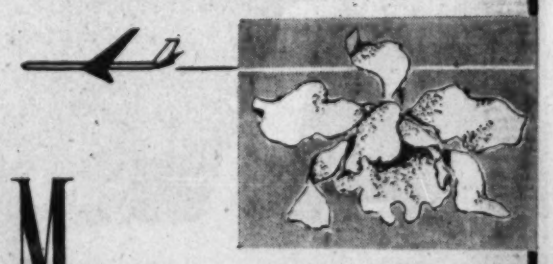

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The Convair 880 jet airliner seen in flight off the Southern Californian coast

Convair 880 and 600 Jet Airliners

The Convair 880 jet airliner is a medium-range airplane with long-range capabilities. This airliner, with its sister ship, the Convair 600, are the two fastest jet airliners in the world today.

The Convair 880 is on order by five airlines which include Civil Air Transport, Trans World Airlines, Delta Air Lines, Transcontinental of Argentina and REAL-Aerovias of Brazil, with a total of 49 planes.

The CAT has named the aircraft as the "Mandarin Jet," which is scheduled to be introduced on the CAT's international network in the fall of 1960.

The aircraft is being produced in two versions by the Convair Division of General Dynamics Corp. at San Diego, Calif.

The basic Convair 880 was designed specifically for favorable operating costs on flights ranging from 300 miles up to transcontinental distance. The intercontinental Convair 880 retains the basic airplane's medium-range capability and economy and also embodies the extra fuel capacity needed to extend the aircraft's range to trans-oceanic service.

Both 880 and 600 aircraft have a number of outstanding characteristics in common. They are:

1. Speed: With their sister ship, the Convair 600, the basic and intercontinental Convair 880's, is the world's fastest airliner. Both the Convair 880's can cruise at 615 miles per hour —faster than the jet transports built by any other manufacturer. Their top cruise is at Mach .89, just 11 per cent under the speed of sound.

2. Luxury: This is designed into the Convair 880's. The fuselage allows for extra-spacious aisles and oversize seats in four-across arrangement, without compromising operating economy. Interiors have been designed by leading U.S. stylists.

3. Versatility: Built for medium-range operation, they incorporate the extra strength and rugged airframe required for frequent landings and take-offs that are characteristics of service on shorter trip length.

Coupled with the 880's medium-range capabilities—is an airline operator's bonus—the aircraft's ability to fly transcontinental and intercontinental distances economically and fast. The range of the basic 880, with full first-class payload and normal fuel reserves, is 3,450 statute miles. The additional fuel capacity of the intercontinental Convair 880 extends its range with normal fuel reserves to 4,210 statute miles.

Convair economic studies show that, for example, the airplane statute mile cost is $1.22 on a 1,500 statute mile, medium-range flight. At reasonable load factors this translates into a per-passenger cost comparable with that of four-engine piston-powered or turbo-prop equipment.

The sleek, swept-wing Convair 880 is powered by four General Electric CJ-805-3 jet engines, each delivering 11,200 pounds of static thrust. These engines enable the 880 to take off from short-length runways. They do not use water injection. The engines are a commercial version of the military J79 that powers the Convair B58, the Mach 2 advanced bomber that Convair is building for the U.S. Air Force.

Acceleration and response of the CJ-805-3 has been described by pilots and industry observers as equal to piston-propeller power and much greater than other turbojets.

The "daisy-ejector" type sound suppressor developed by General Electric as an integral part of the CJ-805-3 engine has achieved a noise level for the Convair 880 no greater than that of four-engine piston-powered transports with only a fractional loss of power. Thrust reversers, too, are designed by General Electric as a basic part of the power package.

In a first-class, four-across seating arrangement, the Convair 880 carries 88 passengers. When converted into five across standard coach seating—a conversion that can be made by an airline crew in four hours—it will carry 110 passengers.

The external fuselage is 11½ feet wide, and in vertical diameter it is 12 feet 5 inches. Wingspread is 120 feet, height over tail is 36 feet 4 inches, over-all length is 129 feet 4 inches, and wing area is 2,000 square feet. Maximum take-off weight of the basic 800 is 184,500 pounds, and of the intercontinental version, 203,400 pounds.

For the traveler the Convair 880 means new standards of comfort, convenience, safety and speed. The basic 880 can fly these typical schedules under zero wind conditions: Chicago-New York, one hour 25 minutes; Los Angeles-Chicago, 3 hours 5 minutes; Los Angeles-New York, 4 hours 25 minutes.

The luxurious passenger compartment for the 880 was planned by two of the U.S.'s foremost authorities on design and styling. Harley Earl, Inc., of Detroit, did the contemporary interior design, and Dorothy Draper, Inc., of New York, was responsible for basic color styling.

The optional lounge in the forward portion of the cabin seats 12 passengers in informal groupings, yet occupies no more space than conventional seating for 12 persons.

The over-size first class seats in the main cabin—only two on each side of the aisles—are the reclining arm-chair type. They are designed with body-supporting contours.

Hinged desks which fold into the seat backs are provided for each passenger, available at a touch of the fingers. The desks can be used as writing surfaces, or for dining.

There are three buffets, two forward and one aft for storing, preparing and serving food, hot and cold beverages.

Even in the coach configuration, the 110 passengers will enjoy spaciousness and comfort. Arm-and-shoulder room is the same as that in many deluxe seating arrangements of earlier aircraft. Coach seats are a full 22 inches wide.

Mixed coach and first-class interiors may be arranged in a variety of combinations. Airline maintenance personnel need only to move coat closet dividers to any of several locations in the cabin.

There is a window for every passenger in the 880, so arranged that the person on the aisle has a line-of-sight view outside.

The interior design features contrasting colors in succeeding groups of seats worked out in harmony with contrasting ceiling levels and lighting to achieve grouping without use of partitions.

The Convair 880 flies as high as 40,000 feet but its normal high altitude cruise is 35,000 feet. At this height the cabin is pressurized to the equivalent of 6,000 feet. At 20,000 feet the 880 cabin provides sea-level pressure for its occupants. A maximum cabin pressure differential of 8.2 pounds per square inch is permissible. Dual air-conditioning systems enable a complete change of cabin air every two and a half minutes, maintaining a uniform 75-degree temperature while outside, at altitude, the temperature may be 75 degrees below zero Fahrenheit.

Turbine-Powered, Amphibious

Sikorsky S62 Helicopter

The Sikorsky S62 helicopter, the world's first turbine powered amphibious helicopter, combines several exclusive features making it ideal for air-sea rescue missions in Japan. Capable of landing on any kind of land or water surface, the S62 is the most versatile of all rescue vehicles and can serve a wide variety of civil and military purposes ranging from commercial airline operations to towing disabled vessels.

With an operating range from sea level to 17,000 feet, the S62 can perform missions from sea level to the summit of Mt. Fuji. The amphibious hull even permits landings on snow, ice, marsh land or mud, and can be used for such specialized tasks as Hokkaido rescues where thin ice is a particular hazard for conventional helicopters.

The S62 has a normal useful load capacity of 2,950 pounds (pilot, fuel, payload and optional equipment), a cruising speed of 115 miles an hour and a top speed of 124 miles an hour. Its hovering ceiling at full gross weight, out of ground effect, is 12,000 feet. Its range at cruising speed, with reserve fuel, is 270 miles. Seating arrangements are for a pilot, copilot and either 12 troop seats or eight airline type seats.

Certification by the U.S. Federal Aviation Agency of both the S62 aircraft and its gas turbine engine for scheduled airline operation is expected to be completed by November of this year. The S62 will be the first helicopter with a gas turbine power plant to receive such certification. The engine is expected to be available for commercial purposes in late December, and deliveries of the aircraft will start soon afterward.

The S62 is expected to be the first helicopter with a gas turbine power plant to enter scheduled passenger service in the United States. Los Angeles Airways, which carries passengers, mail and cargo over a widespread network in the greater Los Angeles area, has completed arrangements to purchase two of the S62s and plans to put them into service early in 1960.

The sleek S62 is one of the forerunners of a new generation of turbocopters. It is an all-purpose helicopter with a single gas turbine General Electric T58 engine, a flying boat hull and partially retractable landing gear.

Two prototype models of the S62 have been flown in hundreds of hours of testing and public demonstrations since its flight in May, 1958.

The S62 is the first helicopter in history to fly from the beginning with proven mechanical components having overhaul periods four to five times longer than normally expected of new components. This has been achieved by blending a new air frame and a modern gas turbine engine with the mechanical components of the time-tested Sikorsky S55 helicopter, more than 1,200 of which have been produced during the past nine years. The S55s have logged more than one million flight hours.

Advantages listed for the S62 include:

—Owners of S55s who purchase S26s can continue use of much of their inventory of S55 spare parts.

—Instantaneous flight (no warmup needed) made possible by the turbine engine.

—Unequaled hovering ability when flying in high altitude areas or in hot weather.

—A payload increase of 700 pounds and a cruising speed gain of 20 mph over the S55.

—Improved cockpit vision and instrument alignment.

—Easy accessibility between cockpit and cabin which permits ready communication between the pilot and crew or passengers.

—A larger cabin accommodating 8 to 12 passengers or six stretcher cases.

—Lower noise levels and smoother flight as a result of the turbine engine.

—Less weight for the flying boat hull than for a land type hull equipped with inflated pontoons.

—Elimination of the drag associated with pontoon-type flotation—both in flight and in the water.

—Topside location of the engine which, because of its light weight, can be placed well above spray and water without endangering the aircraft's stability.

Various helicopter equipment and features pioneered by Sikorsky can be installed easily in the S62, thereby increasing the ship's utility value. This equipment includes a 600-pound-capacity rescue hoist, an external cargo sling capable of carrying 3,000 pounds, internal ferry tanks, a winterization kit tested at minus 65 degrees F., pilot and copilot oxygen provisions, and a towing attachment to provide up to 4,000 pounds of pull for such work as removing damaged aircraft from runways or assisting ground equipment which may have become mired or disabled, and towing small craft on the water.

The Sikorsky S62 turbine-powered amphibious helicopter

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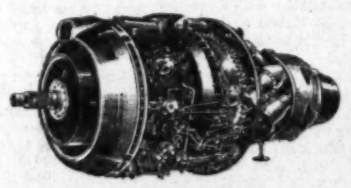
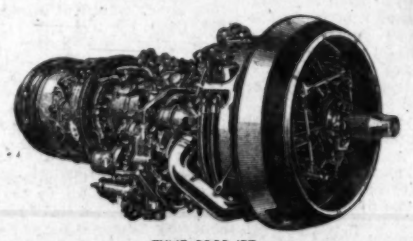


DART PROP-JET



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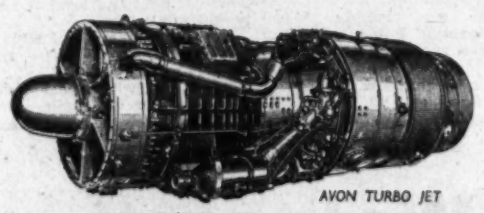

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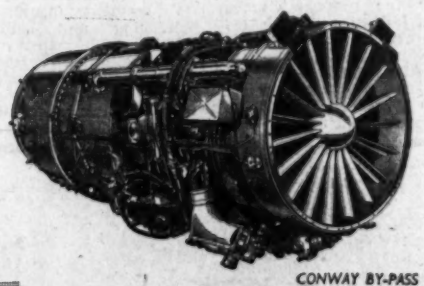

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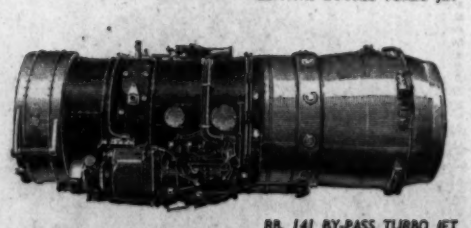

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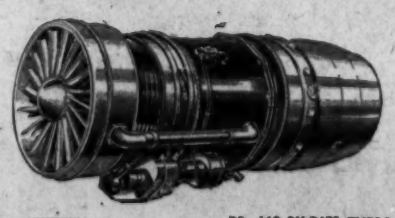

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